HONGKONG, WEDNESDAY, SEPTEMBER 29, 1886.

Established February.

日二初月九年戌丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON: -F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & Gorch, Ludyate Circus, E.O. BATES HENDY & Co., 37, Walbrook, SAMUEL DEAUON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE :- Ameder Princi & Co. 36, Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports generally: BEAN & BLACK, San Fran- 1860 AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTOH, Melbourne and Sydney. CEYLON :- W. M. SMITH & Co., THE THE LEE YUEN SUGAR REFINING ALIETTE, by Octave Femillet. APOTHECARIES Co., Colombo.

SINGAPORE, STRAITS, &c. :- SAYLE &

Co., Square, Singapore, C. HEINSZEN CHINA: - Macao, F. A. DE CRUZ. Swatom, QUELOH & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDGE & Co., and KELLY & WALSH. Yokohama. LIVE, CHAWFORD & Co., and KELLY

Banks.

HONGKONG & SHANGHAL BANKING CORPORATION.

RESERVE. FOR EQUALIZATION OF DIVIDENDS..... RESERVE LIABILITY OF PRO- \$7,500,000

COURT OF DIRECTORS. Chairman -A. Molver, Esq. Deputy Chairman-M. GROTE, Esq. Hon. J. BELL IRVING. | H. Horrivs. Esq. O.D. BOTTOMLEY, Esq. | E. H. M. HUNTING-W. H. F. DARBY, Esq. TON, Enq. H. L. DALBYMPLE, HOD. A. P. McEWEN. Hon. F. D. SASSOON.

CHIEF MANAGER. Hongkong THOMAS JACKSON, Esq. Acting Chief Manager - John Walten, Esq. Shanghai, Ewen Cameron, Esq.

LONDON BANKERS. London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate

of 2 per cent. per annum on the daily. On Fixed Deposits :--For 3 months, 3 per cent. per annum. 4 per cent

18 5 per cent. " " LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the shief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER. Acting Chief Manager. Hongkong, August 28 1886. NOTICE.

TO ULES OF THE HONGKONG SAVINGE BANK.

I .- The business of the above Bank wil be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year. 3, -Depositors in the Savings' Bank having

\$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent, per annum interest. 4. -Interest at the rate of 31 per cent. per annum will be allowed to depositors on

their daily balances. 5. - Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or with- receive prompt attention. drawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7. - Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book

For the HONGKONG & SHANGHAI BANKING CORPOBATION. JOHN WALTER. Acting Ohief Manager.

Hongkong, June 7, 188 THE NEW ORIENTAL BANK

CORPORATION, LIMITED. AUTHORISED CAPITAL£2,000,000 TONIC

PAID-UP £ 500,000 SELTZER REGISTERED OFFICE,

40. THERADNEEDLE STREET, LONDON. BRANCHES:

In India, China, Japan and the Colonies.

THE Bank RECEIVES Money on Deposit buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application. "Interest allowed on Deposits :--

Fixed for 12 months, 5 per cent. per annum

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BARK CORPORATION, in Liquidation, or the Balances of such Claims, purchased on advantageous terms.

THE NATIONAL LIFE ASSURANCE SOCIETY. H. A. HERBERT. Manager Hongkong Branch.

Notice of Firm.

NOTICE.

TR. CHARLES DAVID WILKINSON, Solicitor, Joins me in Co-PARTNEEsurp from this date, and our Business will in future be carried on under the Style of 'CALDWELL & WILKINSON.'

Hongkong, 28th September, 1886. DANIEL E, CALDWELL, Solicitor. 50, Queen's Road

Intimations.

COMPANY, IN LIQUIDATION.

TOTIOE is hereby given that a General MEETING of the Company will be held on WEDNESDAY, the 27th of October, 1886, at Three o'Clock in the Afternoon, Co. Shanghai, Line, CRAWBORD & at the Office of C. Ewens, Solicitor, No. 45, Queen's Road, for the purpose of having the Account of the Liquidators laid before the Company and of hearing the explanation of the Liquidators.

> Dated 25th September, 1886. ANDREW JOHNSTON,) Liquidatore. LAU WAI OHUEN, LI KING TIN.

> > HONGKONG HOTEL

THE HOTEL is now prepared to SUPPLY PIONIC PARTIES, &c., with all REQUISITES on Moderate Terms.

A. FONSECA, Assistant Manager. Hongkong, September 7, 1886.

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dontist.

TRREY ASSISTANT TO DR. ROGERS.) T the urgent request of his European A and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS, No. 2, DUDDELL STREET.

CONSULTATION FREE. Discount to missionaries and families. Sole Address 2, DUDDELL STREET

(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-

BOAT COMPANY.

THE Company will receive STEAMERS, and SALLING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN OF MERCHANDISS in First-Class Granite Godowns at Cheap Rates. Also Coals in specially constructed Sheds. For the convenience of Commanders and Storers the Company's launch Hongkong will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-

For further Particulars, apply to W. KERFOOT HUGHES, Agent, Pedder's Street.

Hongkong, February 17, 1886.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand. Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis-

D. GILLIES. Secretary.

Hongkong, August 25, 1885.

GRIFFITH'S

VIEWS OF HONGKONG NOW READY, DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS

OF THE LONDON ERATED WATERS. I. DUDDELL STREET,

Continue to Supply: WATER. LEMONADE,

GINGBRADE. RASPEKERYADZ, SARSAPARILLA II &C., &C., At the same Moderate Charges ... Hongkong, June 9, 1885

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ATOTICE is hereby given that an EX-TRAURDINARY General MEET-ING of the above-named Company will be held at the Registered Office of the Company, Pedder's Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 13th day of October, 1886, at 12 of the Clock, Noon, when the subjoined Resolution, which was passed at the Extraordin-ary General Meeting of the Company held on the 20th day of September, 1886, will be submitted for Confirmation as a Special REFINING COMPANY, LIMITED, can bence-Resolution.

RESOLUTION. That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figures \$100,000, where they appear twice therein and Requirements in writing direct to the substituting for such figures, the REFFERT at East Point. figures \$150,000.

JARDINE, MATHESON & Co., General Managers 1068 Dated 20th day of September, 1886.

Business Notices.

TAVE made special arrangements to RECEIVE CONSTANT SUPPLIES of Books,

Selected from the Works of the Bear Authors, as they are published. JUST RECEIVED THE HISTORY OF PENDENNIS, by Thackerny THE PROPHET OF THE GREAT SMOKE (new cheap edition). OUR SENSATION NOVEL, by McCarthy. SNOOPING, by Charles E. Leland. JEEMES KAYNE, second series.

UNDER THE RED FLAG, by Braddon. BAD TO BEAT, by Hawley Smart. STRUCK DOWN, by Hawley Smart. MOLKA, by K. L. Farjeon. A DRAMA IN MUSLIN, by George Moore. DELIGHTPUL THAMES, by E. F. Manning.

CONTRIBUTIONS TO PUNCH, by Thackeray. MISCELLANEOUS ESSAYS AND SKETCHES, by On March, by John Strange Winter. Thackeray. FIRST PERSON SINGULAR, by Christie Mur- A Big Assortment of 40-cent-NOVEL'. WE Two, by Edna Lyall.

OLIVER'S BRIDE, by Oliphant, LOOSE REINS, by Wanda. IRELAND, by Andrew Reid. Gilbert's COMIC OPERAS. SOCIAL VICESSITUDES, by F. C. Phillip. A FIGHT FOR FORTUNE, by Du Boisgobey. A TERRIBLE COWARD, by G. Molville Foun.

THE GOLDEN DAYS, by Edna Lyall.

Hongkong, September 13, 1886.

Mountains, by C. E. Craddock. A FALLEN IDOL, by F. Anstey. THE BLUE VEIL, by Du Boisgobey. MANTEVEREN'N MILLIONS, by T. Wemyss

SUNDERED HEARTS, by Annie L. Swan. REPRESENTATIVE MEN. by Emerson. KORTT TO KHARTOUM, by Col. Sir Charles W. Wilson. HIDDEN DEPTES, by W. S. Allen. THE SEAMY SIDE OF FINANCE, by M. Laing-Messon.

UNDER CURRENTS, by Arthur Goddard. Goodfellow's READY CALCULATOR. Anderson's MERCANTILE LETTERS. Sailor's POCKET BOOK. THE VALLEY OF TEETOTOM TREES, by Phil. Hayell's ANNUAL CYCLOPEDIA; Annadale's Concise Dictionary. Glenny's GARDENING AT A GLANCE. CHEAP DICTIONARIES, from 25 cents each. PRAYER BOOKS (very small, for the pocket). Ancient and Modern Hymn Books. PRAIMS and HYMNS FOR DIVINE WORSHIP. REVISED TESTAMENT and BIBLE.

THE PARALLEL TESTAMENT. LANE, CRAWFORD & Co.

TO Meet the increasing requirements of our Business, we have leased the SHOP recently occupied by Mr. H. CAMPBELL, Hairdresser, and have opened up communication between it and our Original Premises.

In making this intimation to our Customers, we would also (FORMERLY ARTICLED APPRENTICE AND LAT. inform them that our NEW AUTUMN STOCK is now being shown, replete in all the latest Styles and Materials, and Purchasers may rely upon obtaining from us, only Goods that are new and in good condition; all Stock that had deteriorated from any cause whatever having been Sold at Auction a few weeks ago, as we do not consider it to our advantage to keep old Stock from year to year.

> From our practical knowledge of Tailoring, Shirt-making, and Gentlemen's Outfitting, to which we confine ourselves, we can ensure our Customers careful attention, good value, and punctuality 66 in the fulfilment of orders.

Hongkong, September 16, 1886.

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

HIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horeis in the place. ROOMS are spacious, well ventilated and have just been refurnished in a mo comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious,

large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Proprietors.

Messrs. DORABJEE & HING KEE,

Hongkong, September 16, 1885.

ADJOINING THE STAG HOTEL (NEXT DOOR). STOCK OF FANCY AND USEFUL ARTICLES At Cash Prices and for Cash only. WATCHES MUSICAL INSTRUMENTS.

TOBACCOS. NOVELS

ALBUMS, CUTLERY. LEATHER GOODS, CLOCKS, and a varied Stock of Fancy GOCDS of all kinds, BON MARCHE, next door to The STAG HOTEL.

Hongkong, September 8, 1886.

EX STEAMSHIP NESTOR.

NEW DRESS MATERIALS. OVER 350 PIECES.

PRICE from 15 CENTS per Yard. W. POWELL & Co.

VIOTORIA EXCHANGE, September 14, 1886.

Sonos or Wales :- A collection of CONG FOLIO :-- 115 of the Newest and Most Popular Songs - - \$1.00 SONGE OF FRANCE :- A collection of VOCAL FOLIO: A collection of 83 Modern Songs not found in the Original Song Folio - - - - - 31.00 DANCE FOLIO, Vol. I & II :- A collecof the Latest and Most Popular Dance Music - - - 81.00 ALAXY OF SONG :- A collection of Late Popular Songs - - - - 81.00

WALTZ ALBUM :- 176 Pages of the very best Modern Waltzes - - - \$1.00 Folio or Music :- New Waltzes. Polkas, Quadrilles and Dance Music \$1.00 SONGS OF ENGLAND :- A collection of over 190 Old Standard British Songs \$1.00 Songs or Scotland :- All the Old

NOTICE.

Productions of the 'CHINA SUGAR

JARDINE, MATHESON & Co.,

Hongkong, July 27, 1885.

General Agenta.

from the Most Popular Operas - 22.50 Favorite Scotch Songa 31.00 Hongkong, August 26, 1886. HONGKONG AND WHAMPOA DOOK Productions of the Chrys Sugar

forward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the REPINERY; or Rotail Orders will be delivered at addresses in town on applicants forwarding their Monthly the Accounts will be Closed By Order of the Board of Directors.

DAVID GILLIES. Sceretory, Hougkong, August 20, 1886.

COMPANY, LIMITED.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT or Business Contributed during the Half-Year ended 30th June, 1886, on or before the 30th September next, on which date

NOTICE TO SHARRHOLDERS.

Standard Welsh Songs - - - 81.00

and English Words - - - - 21.00

tion of Modern Songs published - \$2.50

published - - - - 82.50

tion of Good Modern Dance Music \$2.50

best Waltzes - - - - \$2.50

the best French Songs with French,

GEMS OF ENGLISH SONG :- The best

SHOWER OF PEARLS :- The only good

GEMS OF THE DANCE :- A capital selec-

GENS OF STRAUSS :- A selection of his

OPERATIO GEMS :- Beautiful Melodies

collection of Modern Vocal Duets

and most carefully compiled collec-

Intimations.

TENDERS

HOR REPAIRS of the Norwegian Barque BOTVID will be RECEIVED at the OFFICE of the Undersigned up to Noon, on THURSDAY, the 30th Instant. Separate Tenders are requested for :--

1 .- MASTS, SPARS and IRON WORK, com-2.—REPAIRS to HULL above Copper, and TWO-NEW BOATS.

RE-RIGGING and RUNNING RIGGING. 4 .- ONE SUIT SAILS, complete. 5 .- DOCKING for EXAMINATION. 6.—Re-correring if required. For Particulars of the Work, apply to the Master on Board.

The Undersigned do not bind themselves to accept the lowest or any Tender. MELCHERS & Co., ... Agents.

Hongkong, September 22, 1886. THE CHINESE INSURANCE COMPANY, LIMITED. NOTICE.

THE Transfer BOOKS of this Company will be CLOSED from the 23rd to the 30th Instant, both days inclusive. By Order of the Board of Directors,

SAML J. GOWER, Secretary. Hongkong, September 15, 1886. 1779

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

TOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at its HEAD OFFICE, Hongkong, on SATURDAY, the 2nd Preximo, at 12 o'Clock, Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1885, and for the half-year ending 30th June,

The Transfer BOOKS of the Society will be CLOSED from the 23rd Instant to the 2nd Proximo, both days inclusive. By Order of the Board,

N. J. EDE, Secretary. Hongkong, September 20, 1886.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY,

LIMITED. EXCURSION TO MACAO. THE HONAM will make a TRIP to

MACAO and Back on SUNDAY, the 3rd October, leaving Honokono at 9 a.m., and Macao at 9 p.m. First Class Fare to Macao and back, \$2. No Second Class or Single Fares. Chinese Servants, 50 Cents each way. No Chita

Refreshments will be supplied on Board,

but no Meals. By Order, T. ARNOLD,

Secretary. Hongkong, September 27, 1886. CHAS. J. GAUPP & Co., Jewellers, Gold & Silversmiths.

ATAUTICAL, SCIENTIFIC AND IN METEOROLOGICAL INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofie & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY, in great variety. DIAMONDS

DIAMOND JEWELLERY, Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices, 742

Shipping.

Steamers.

FOR LONDON VIA SUEZ CANAL. The Steamship Captain TAYLOR, will be despatched as above on THURSDAY, the 30th Instant, at 3 p.m. This Steamer has superior First-class Accommodation for Saloon Passengers and carries a Doctor and Stewardess,

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, September 28, 1886.

THE GIBB-LINE OF STEAMERS. FOR PORT DARWIN, QUEENSLAND PORTS AND NEW ZEALAND (Destination WELLINGTON, where thro' Cargo for other NEW ZEALAND

PORTS will be transhipped.) The British Steamship Rosamond,
Capt. Morrieman, will
be despatched at above on THURSDAY NEXT, the 30th Instant,

FOR SYDNEY (DIRECT) AND MELBOURNE.

(Taking through Carre for ADELAIDE, TASMANIA and NEW ZEALAND.) The British Steamship Pathan,
Captain Rowley, due
on the 29th Inst., with part Cargo from Japan and FOOCHOW, will be despatched as above on TUESDAY, the 5th Proximo, at 4 p.m. The Steamer has excellent Accommodation for First-class Passengers,

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, September 27, 1886,

Shipping.

Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA SINGAPORE. Calling at PORT DARWIN & QUEENS. LAND PORTS, and taking through 3.—STANDING RIGGING fitted complete, Cargo to NEW ZEALAND, TAS-

MANIA, &c.) The Steamship Menmeir. Captain THELMS, will be despatched for the above

Ports on THURSDAY, the 30th Instant, For Freight or Passage, apply to RUSSELL & Co.,

Agents. Hongkong, September 17, 1886.

FOR SHANGHAL SHANGHAI shortly after her arrival from The Steamship Gilsland, Captain WM. Porrs, will be despatched for the above Port on FRIDAY, the 1st October, NOTICE.

SIEMSSEN & Co. Hongkong, September 28, 1886. AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE. Taking Cargo at through rates to CAL OUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and

For Freight or Passage, apply to

The Co. a Steamship Capt. P. Radonicion, wind by despected as about on SATURDAY, the 2nd October, at Some For further Particulars, regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

ADRIATIC PORTS.)

O. BACHRACH, Hongkong, September 17, 1886. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE. The Co.'s Steamship Capt. Brems R, will be despatched as above on

SATURDAY, the 2nd October, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, September 28, 1886. 1859

OCEAN STEAMSHIR COMPANY FOR SHANGHAI VIA AMOY. Chronometer, Watch & Clock Makers, (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW an

Ports on the YANGTSZE.) The Co.'s Steamship Captain Jackson, will be despatched as above on SATURDAY, the 2nd October, For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, September 27, 1886.

OCEAN STEAMS STE COMPANY: FOR LONDON VIA SUEZ CANAL The Co.'s Steamship Nestor. Capt. THOMPSON, will be despatched as above on SATURDAY, the 2nd October,

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, September 28, 1885. SHIRE LINE OF STEAMERS.

The Strongstop . . Breconshi e. W. WARING, Comma der, will be despatched for above Ports on or about the 2nd October. For Freight or Passage, apply to

FOR LONDON AND HAMBURG.

Hongkong, September 21, 1886, NAVIGAZIONE GENERALI ITALIANA FLORIO & RUBATTINO

ADAMSON, BELL & Co.,

UNITED COMPANIES. STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND

MARSEILLES. (Taking Cargo at through rates to all MEDI. TERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRIA, and also to NEW YORK & BUENOS

AYRES (MONTEVIDEO.) The Co.'s Steamship The Co. a Steamship

R. Rubattino

will be despatched as above on MONDAY, the CONSIGNEES of Cargo by the abovetion for Passengers and carry a Doctor signed for countersignature, and to take and Stewardess.

and Passage, apply to

CARLOWITZ & Co.,... Hongkong, September 23, 1886.

Shipping.

Steamers. STEAM TO SHANGHAL The P. & O. S. N. Co.'s

Steamship

Acting Superintendent.

will leave for the above place about 24 hours after her arrival with the outward English Mails. E. L. WOODIN.

NOTICE.

Hongkong, September 27, 1886.

P. & O. S. N. Co.'s Office,

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS

The Co.'s Steamship Diemnah. will be despatched for

G. DE CHAMPEAUX, Hongkong, September, 24, 1886. 1838

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS. The Co.'s Steamship Commandant Benois: will be despatched for KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe. G. DE CHAMPEAUX,

Agent.

FOR SINGAPORE, HAVRE AND HAMBURG, FILE SUEZ CANAL. (Taking Cargo at through rates to NTWERP, AMSTED M, ROTTER-DAM, LONDON, IVERPOOL

and BREMEN.)

Hongkong, September 24, 1886. 1839

Polyhymnia,
Captain F. Nager, will
be despatched for the The Steamship above Ports on THURSDAY, the 7th October, at Daylight.

For Freight or Passage, apply to SIEMSSEN & Co., Hongkong, September 27, 1886.

> Sailing Vessels. FOR NEW YORK. The American Barque Annie W. Weston

Duncan, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to RUSSELL & Co.

Hongkong, September 13, 1886.

FOR SAN FRANCISCO. The 100 A.1. American Ship T. F. Oakes. CLIFF, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, September 6, 1886. 1722

Notices to Consignees.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE THE Steamskip Japan having arrived from the above Forts, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongaids. Cargo impeding the discharge will be at

and expense, and no Fire Insurance will be Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 2dth Instant. DAYLD SASSOON, SONS & Co.,

once landed and stored at Consignees risk

FROM GLASGOW, LONDON, PENANG AND SINGAPORE. THE Steamship Glenorchy having arrived from the above Ports, Consigness of Cargo by her are hereby informed that heir Goods, with the exception of Opium are being landed at their risk into Mesars, JARDINE, MATHESON & Co.'s Godowns,

Hongkong, Sept m er 24, 1886. 1836

West Point, whence delivery may be ob-Uptional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY. Cargo remaining undelivered after the 30th Instant will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Hongkorig, September 24, 1886, 1835 FROM LONDON.

THE BRITISH BARQUE

named Vessel are hereby requested to The Steamers have sp'endid Accommoda- send in their Bills of Lading to the Underimmediate delivery of their Goods. For further Particulars regarding Freight . Cargo impeding the discharge of the Vessel will be landed and stored at Con-

> MULCHERS & Co. Hongkong, September 25, 1886.

signees' raic and expense.

For Sale.

MacEWEN, FRICKEL & Co. VICTORIA EXCHANGE. QUEEN'S ROAD CENTRAL.

HAVE FOR SALE

STORES.

EX AMERICAN MAIL STEAMER. Smoked HAMS. Golden SYRUP in Gallon Tius.

Assorted SYRUPS. CUTTING'S Table FRUITS. ASPARAGUS. Queen OLIVES.

CAVIAR. Potted MEATS. MACKEREL in 5lb Tins. Eagle Brand MILK Lamb's TONGUES. Green CORN. Baked BEANS.

BRAWN.

Sausage MEAT.

A LARGE ASSORTMENT

COOKING AND PARLOUR STOVES.

WOFFLE IRONS. CHARCOAL IRONS. KEROSINE LAMPS. NONPAREIL KEROSINE OIL.

SPARKLING SAUMUR, Pts. & Qts. @ 311 and 312 CUP CHAMPAGNE, Pts. & Qts. @ \$12

SACCONE'S SHERRY. SACCONE'S INVALID PORT. ROYAL GLENDEE WHISKY. JAMESON'S WHISKY. OLD BOURBON WHISKY. HEERING'S CHERRY CORDIAL. ASSORTED LEQUEURS. DRAUGHT, ALE and PORTER.

THE USUAL ASSORTMENT

OILMAN'S STORES,

at the

Lowest Possible Prices. FOR CASH.

MacEWEN, FRICKEL & Co. Hongkong, July 1, 1886.

FOR SALE.

M.U.M.M. & Co.'s CHAMPAGNE, Dabos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

WHITE WINES. Baxter's Celebrated 'Bayley Bree' WHISKY, -372 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

Notices to Consignees.

GERMAN BARQUE PAPA, Captain C. L. HENNE, FROM HAMBURG.

CONSIGNEES of Cargo by the above Yessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense. SIEMSSEN & Co.,

Agents.

Hongkong, September 25, 1886. 1843

day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW. The Co.'s Steamship Captain WYLLIE, will be despatched for the above Port TO-MORROW, the 30th Instant, at-

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers:

Hongkong, September 29, 1886. THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED. FOR MANILA VIA AMOY. The Co.'s Steamship Diamante,

Capt, McCasun, will be despatched for the above Ports on SATURDAY, the 2nd October, at 5 p.m. For Freight or Passage, apply to RUSSELL & Co.,

General Managers. Hongkong, September 29, 1886. 1865

UNION LINE.

FOR KOBE AND YOROHAMA. The Steamship Travancore. Captain Locan, will be despatched for the above Ports on THURSDAY, the 7th October, at 4 p.m. For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, September 29, 1886.

Not Responsible for Debts.

Weither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers of Crew of the following Vessels, during their stay in Honghong Harbour:-

ANNIE H. SMITH, American ship, Capt R. B. Brown .- Arnhold, Karberg & Co. ANTIOCH, American barque, Capt. H. J Hemingway, -Arnhold, Karberg & Co. BILLY SIMPSON, British barque, Capt. F.

A. Brown.—Captain. Borvin, Korwegian barque, Captain Oh. Jenriksen. - Melchers & Co. GALATEA, British ship, Captain William Colville, Borneo Co., Ltd.

GRANDEE, American ship, Captain T. H. Evans. - Melchers & Co. HARVESTER, American ship, Captain Wm.

Taylor, -Order. Hypna, German barque, Capt. C. Binge. -Siemsson & Co.

JOHN FRANEY, British ship, Capt. Thou.

Ryan. - Messageries Maritimes. Penonscor, American barque, Capt. O. G. Katon. — Adamson, Bell & Co. RIBSTON, British barque, Captain Jos. Neave. - Jardine, Matheson & Co. SARAH HIGNETT, American ship, Capt, A

Morgan. - Ed. Scdellhas & Co. SPINAWAY. British barquentine, Captain James Garrick.—Siemssen & Co.

SHIPPING.

ARRIVALS.

September 29, 1886 :--Pathan, British steamer, 1,726, James Rowley, Japan and Foochow September 27, Rice, Ton, &c. -GIBB, LIVINGSTON & Co. Tha'es, British steamer, 820, F. D. Goddard, Foochow September 26, Amoy 27, and

Airlie, British steamer, 1,402, W. Ellis Melbourne August 31, Newcastle Sept. Sydney 8, Moreton Bay 10, Townsville 13, Cooktown 14, and Thursday Island 18, Coal N.E. sea, dark cloudy weather, and strong and General, -- Russell & Co.

Swatow 28, General, -Douglas STRAMSHIP

Phra Chula Chom Klao, British steamer .108, H. H. Lightwood, Bangkok, Sept. 21, General.—YUEN FAT HONG. R. Rubattino, Italian steamer, 3,044, Cav. G. Merello, Genoa August 10, and Singapore September 23, General - Can-

LOWITZ & Co. Fushin, Uhipose steamer, from Whampon. Devonlurst, Dutch steamer, 1,163, Houthoff, Samarang via Java September 19 Sugar. - Jahdieb, Mathebon & Co. ...

DEPARTURES. September 29 :- * . H. Bowers, for Honolulu. Soltce, for Haiphoug. Anton, for Hollow and Pakhol, Alex. McNeil, for New York. Protos, for Saigon. Normanton, for Nagasaki. Benlaria, for Yokobama.

OFFARISD. Soochow, for Hollow and Pakhol, Fokien, for Swatow.

Japan, for Singapore and Calcutta.

Activ, for Haiphong. PASSENGERS.

Por Airlie, from Melbourne, &c., Mrs

W. Pitt Brown, Mrs Burrows and son, Miss

Ingrain, Miss Bunce, Mesars Cummins, Coats, Casandove, Capt. Chibourg, and 162 Chineso, Por Thales, from Const Ports, Rev. Mr

Canal, Mr Powell, and 163 Chinese. Per Phra Chula Chom Blao, from Bangkok. 75 Chinese. Per R. Rubattino, from Gonos, &c., Mr and Mrs Marshall, Mossrs Duncan and Hunter, and 574 Chinese.

FOR NAGASAKI, KOBE & YOKOHAMA. Por Devoulturat, from Samarang, &c., Chinese. Per Esmeralda, for Amoy, 27 Chinese for Manila, Mr B. Derckson, and 7 Chinese. Per J. H. Bowers, for Honolulu, 19 Chi-

Per Saltes, for Haiphong, Capt. George Viavianous, and 20 Chinese. Por Protos, for Saigon, 200 Chineso. Per Anton, for Hoihow, &c., 50 Chinese. Per Japan, for Singapore. &c., 451 Chi-

nese; for Calcutta, Mesers J. Young and J.

E. Young.

TO DEPART. Per Yangtid, from Hongkong: for Saigon, Messis E. Geyer, Verlynde, Rev. Maillard, Rev. Chatron, and 18 Marines; for Singapore, Mr. R. Brasier; for Colombo, Capt. Got, Mr Richardson, Mr and Mrs Webster; for Marseille: Messrs Thom and Strom. From Shaughai : for Maraeilles. Rev. E. Annelli, and Mr T. C. A. Holz. From Kobo; for Maraeilles, Messrs Célestin Thieffry, R. White and P. Strachan From

Per Sanchow, for Hoihow, 30 Chinese. Per Fokien, for Swatow, 100 Chinese. Per Activ, for Haiphoug, 15 Chinese.

Yokohama; for Colombo, Mr Shaka Konen;

for Marseilles, Mr K. Smith.

SHIPPING REPORTS . The British steamer dirlie reports: Experienced moderate to fresh S.W. and Westerly winds to Moreton Bay, light variables and calms to Cabra Island; and thence to arrival fresh N.E. monsoon with occasional rain squalls, and barometer stationary at 30°.

The British steamer Phra Chula Chom Klao reports .: From Bangkok to Pulo Obi experienced light variable winds and passing cloudy weather. From Pulo Obi to Capo Padaran, moderate variable winds and dark cloudy weather. From Cape Padaran to port strong N. to N.E. winds with heavy rain sanalis. The Dutch steamer Devonhurst reports

Paracel Islands. CARGOES. Per S. S. Achilles, sailed 27th September: To London, 9,052 boxes Tea; containing 23,373 fbs. Congon, 151,411 fb. Scented Caper, 15,309 ibs. Scentod Orange Pekoetotal 192,093 fbs. Tea, 171 bales Waste Silk. 10 bales Pieco Silk, 15 cases Preserves, 28 cases Black-woodware, and 2 cases China-

High swell and strong breezes from the

Por S S. Port Jackson, sailed 28th Sept. For New York, 4 cases Silks, 590 rolls Matting, 47 cases Fans, 30 cases Paper, 46 cases Cautharides and 2,201 pkgs. Sundries.

POST OFFICE NOTICES. MAILS will close:-For SWATOW. -

Per Fekien, at 9.30 a.m., on Thursday, the 30th inst. For STRAITS AND LONDON .-Per Glengarry, at 2.30 p.m., on Thursday, the 30th inst.

For COOKTOWN, TOWNSVILEE, BRIS. BANE & NEW ZEALAND. Per Rosamond, at 3.30 p.m., on Thursday, the 30th mst. For SHANGHAL -

Per Gildand, at 3.30 p.m., on Friday, the 1st October. Per Canton, at 3.30 p.m., on Saturday, the 2nd October.

POST OFFICE NOTICES. MAILS will close:-

Per Diamanie, at 4.30 p.m., on Saturday, the 2nd October. For SINGAPORE. Per Polyhymnia, at 4.30 p.m., on Wedne day, the 6th October.

For AMOY AND MANILA .-

Per Thibet, at 2 p.m., on Friday, the 15th MAILS BY THE FRENCH PACKET,-French Contract Packet Yangtse will be despatched on THURSDAY, the 30th September, with Mails for the United Kingdom, Europe, and places beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon,

the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Maile, &c.

MAILS BY THE GERMAN PACKET .-The German Contract Packet Neckar will be despatched on FRIDAY, the lat October, with Mails for the United Kingdom, Europe and countries beyoud, vid Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, de. de.

The hours observed in closing the Mails, &c., will be the same as in the case of the French Packet. Correspondence should be marked PER GERMAN MAIL, or with the name of the Packet.

HOURS OF CLOSING THE FRENCH MAIL e following hours are observed in closing Mails, &c., by the French Contract Packet :-

Day before departure, -P.M. - Money Order Office closes. Post Office closes, except the Night Box, which is always open out of Office hours.

Day of departure,— A.M. -Post Office opens. A.M.-Registry of Letters ceases. Posting of all printed matter and patterns ceases. A.M.—Mails closed, except for Late 11.10 A.M.-Letters may be posted with

Late Fee of 10 cents until 11.30 A.M.—When the Post Office closes 11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of

> Exchange. HONGKONG, September 29.

departure.

On domand. 30 days' sight, 4 months sight, Oredite. Documentary, 4 months' sight, 3/31 On Paris-On demand. Credits, 4 months' sight, On New York-On demand, ... Credits, 60 days' sight, On Bombay-On Calcutta-On domand, ... On Shangha -On Jemand. ... 30 days' night. Gold Leaf, 100 fine ...

Sovereigna, ...

Vessels Advertised as Loading.

Destination.	Vensels.	Captain.	Agents.	Date of Leaving
Ismburg and Ports of Call	Vecker (a)	Rang	Norddeutscher Lloyd	Ontohor 1 of near
Invra Ac via Suez Capul	Polypymnia (a)	F. Nagel	Siemenen & Co	Oct T at devlicht
obe and Yokohama	Menzaleh (a)	Benois.	Siemssen & Co	Duick despatch.
obe and Yokohama	Travancore (s)	Logan	Russell & Co	Uctober 7. at 4 n.r
ondon, via Suez Canal	Glengarry (s)	Taylor	Jardine, Matheson & Co	Sentember 30, at 3
ondon, via Suez Canal	Nestor (a)	Thompson	Butterfield & Swire	October 2.
ondon and Hamburg	Breconshire (s)	W. Waring	Adamson, Bell & Co	About October 2.
ondon, and Ports of Call	Ancona (s):	S. F. Cole	P. & O. S. N. Co	October 12. at 4 n
lanila, via Amoy	Diamante (s)	McCaslin	Russell & Co	October 2, at 5 p.1
arseilles, &c., via Saigon	lYangtes (s)	Lormier	Messageries Maritimes	September 30, at n
arseilles, Genoa, &c	R. Rubattino (s)	**** *********** . *******	Carlowitz & Co	October 4.
ew York	Annie W. Weston	Duncan	Russell & Co	Quick despatch.
ort Darwin, Q'sland Ports, &c.	Rosamond (s)	Mortleman	Gibb. Livingston & Co	September 30: at-4
an Francisco, via Tokonama:	San Pablo (s)	****	O. & O. S. S. Co	October 2, at 3 p.
an Francisco, via Yokohama	City of Sydney (s)		Pacific Mail S. S. Co	October 12, at 3 p
an Francisco	T. F. Oakea	Cliff	Russell & Co-	Quick despatch.
navignai	Rillsland (8)	W. Potts	istanwelen & Co	Eletober I. at 4 n.:
hanghai	Djemnah (s)	Macé	Mossageries Maritimes	Quick despatch.
hanghai	Verona (s)		P. & O. S. N. Co	Quick despatch.
hanghai, via Swatow	Canton (s)	Bremner	P. & O. S. N. Co. Jardine, Matheson & Co. Butterfield & Swire	October 2, at 4 p.
hanghai, via Amoy	Telamon (s)	Jackson	Butterfield & Swire	October 2.
Watow interest and the service and the service and	Fox16D (8)	Wyllie	Douglas Lapraik & Co	Sept. 30. at 10 a. p
ydney and Melbourne, &c	Monmuir (s).	Thelms	Rassell & Co	September 30, at 4
ydney and Melbourne	Pathan (s)	Rowley	Gibb, Livingston & Co	
riesto, &c	Yorwaerts (s)	P. Radouicich	O. Bachrach	October 2, at noor
				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

		SHA	RE L		TATIONS.	1000	SEPTEMBER 29, 1886.
Stocks.	Nos. of Shares.	Value.	Paid-	Position Par Reserve.	LAST REPORT.	Last Dividend	Closing Quetatrons,
BANKS. Hongkong and Shanghai Bank Corp. INSURANCES.	9	. 11		\$ 4,500,000 For equali- sation of div. \$ 200,000	\$ 111,760.34	£2 div. ½-year toJune 30, '86	the state of the s
North-China Insurance Co., Ld	5,000	£ 200	£ 50	Tls. 100,000	Tls. 625,484.55	Int Toon	Time 500 bat anare
Yangtsze Insurance Company, Ld	8,000	21	- all	£ 50,000	Tls. 3,059.76	3½ ; for ½ yr. Dec. 31 1884	Tis. 118 0
Union Insurance Society Co., Ld China Traders' Insurance Co., Ld Canton Insurance Office Co., Ld	24,000	83.33	8 25		3 187,524.75	331 p sh. /84 20% P annum 10% for 1883	896 870 u ex div.
Chinese Insurance Co., Limited	1,500	1,000	\$ 200	8 28,711.50	3 2,868.89	6 % for 1885	\$185 per shere
Hongkong Fire Insurance Co., Ld China Fire Insurance Co., Ld	8,000 20,000	250 100	\$ 50 \$ 20			\$27.50 for '85 \$ 6 for 1884	6432 <u>1</u> # 687 p er sha re
STEAMBOAT COMPANIES. HK. C. and M. Steamboat Co., Ld.	8,000	3 100	all	3 180,000	12,850.74	6 % half year	56 % prem., buyers
Douglas Steamship Co., Limited Indo-China S. N. Company, Limited 60,000 shares issued	18,387	E 10	all £ 10 £ 10	8 142,370.01	A TANKE OF	June 30/56 8 % 7 % for 1885	\$48 ex.div. 3 % dis.
Chins and Manila S. S. Co., Ld	1	1 1 1 TO 1 1 TO 1	All			None	25 discount
H'kong & Whampon Dock Co., Ld.	12,500	12	all	18,00 0	8 6,701.43	7 % half year	\$114% prem.
HK, and China Gas Co., Limited.	5,100 1,900		all € 7.10	£ 9,177.3L.1	£ 1,527.3.11	horns for 4	\$120 per share
Hongkoue Hotal Company, Lt	3,000	. 2 1	1		5 1,321.41	\$6 half year June 30 1886	\$184 per share
China Sugar Company, Limited Hongkong Ice Company, Limited	9,000 5,000			3 0,000	3 13,451.51	None	\$101 per share
Hongkong Bakury Company, Ld	600	B 50	all	\$ 6,000			\$40 per share \$120 n ex div.
Luzon Sugar Company, Limited	7,000				3 1,034.52		863 a
Perak Tin Mining & Sting Co Selangore Tin Mining Co. (Shai)	9 KM	E STATE OF	200			None None	810 ii nomina
Punjom & Sunghie Dua Samatar	40.000	10	8 5			None	\$61 u buyers
Mining Co. H'kong Rope Manufactory Co., Ld.		100	all			7.7	862 n
H. & M. Glass Manufacturing Uo	4,000				First year		60 discount
A. S. Watson & Co., Limited	3,800	100	all	**	372.95	6 months	\$125, buyers
LOANS				Rates of Int	Payable.	Elizabeth Co.	
Chinese Imperial 1881	8,565		K 60 1 2 2 1	87	June 16& Dec. 10		2 % prem.
11 1884 A	2790		A Comment of the Comm	4 4	March 15		61 2 prein.
1884 v	2790 3189			4 % 8 %	June 30 Oct. 15		3 2 prem.
Chinese Imp. (Ch. Bank Loan) 1885	A Comment of the Comm	500		8 7	Jan. 18	***	3 % prem.

MEMOS. FOR TO-MORROW. Shipping.

> 10 a.m. - Folden loaves for Swatow. Noon.-French Mail leaves for Ports of Call and Europa. 3 p.m. - Glengarry leaves for London.

4 p.m.-Rosamond leaves for Port Dar-4 p.m. - Menmuir leaves for Sydney, &c. Tenders Close.

Tenders for Repairs of the Norwegian barque Botvid received at the office of the Messrs Melchers & Co. up to Noon. Miscellaneous. Statement of Business with the Hongkong

and Whampon Dock Co., Ltd., to be sent in before this date. this date subject to rent.

General Memoranda. FRIDAY, October 1 :--

Opening Oricket Match-11 v. 22. 6.30 p.m. - Meeting of H.K. Football Club at the Vi toria Recreation Club. ATURDAY, October 2:-No n .- Meeting of The Union Insurance Society of Canton, Ltd., at its Hoad Office, Hongkong.

SUNDAY. October 3 :--9 a.m.-Excursion trip by Honam to MONDAY, October 4 9 p.m.-Meeting of Zetland Ledge.

> No. 1.- Vol. XV. -OF THE-

WILL BE READY TO-MORROW.

GARDEN SEEDS. SEASON 1886.

MOST OF OUR ILLOWER AND VEGETABLE SEEDS

NOW READY FOR DELIVERY. A Second Shipment is expected by

BARLY STEAMER.

Speciality: in packets of six-named varieties. FINE SELECTED SEEDS.

Price, \$1.00.

A. S. Watson & Co., Limited, HONGKONG. Hongkong, September 9, 1886.

The publication of this issue commenced at 7.30 p.m.

The China Itlail.

HONGKONG, WEDNESDAY, SEPTEMBER 29, 1886.

JUDGMENT was delivered to the Vice-Admiralty Court here yesterday in the case in which a Chinese junk-owner used the P. & O. steamer Thibet for dumages for collision. The judgment, which was delivered by the Chief Justice (Sir George Phillippo) and had arrived at with the assistance and advice of Captain Thomsett as Nautical Assessor, is a satisfactory document in more senses than one. It is satisfactory, in the first place, in so far as it places the native junk on a proper basis in relation | OUTWARD BOUND :- Colombo, August 27 to the foreign steamer; and it is satisfectory, in the second place, because of the lesson it will convey to junk-owners that any kind of evidence will not be believed in the British Courts of this Colony, As to the basis upon which on the cause was tried, the opening sentences of the Chief Justice's decision are all-important to British stoomer owijets and shipmasters. Complaints have been loud and long, during the last twenty or thirty years, as to the unfairness of ap plying the maritime rules and regulations. of the road in cases where native vessels. are concerned, to the manifest disadvantage of the European owner. It is a well-known fact, which has been established by experience, that far more carefulness is displayed on board Enropean vessels than on board those

navigated by Chinese. There can be no doubt that the regulations laid down by Western nations for the prevention of collisions at sea are of a systematic kind. and are as a rule strictly complied with; - while the happy-go-lucky manner in which native trading junks plough their The S. S. Wingsang, from Calcutta, left way from port to port increases the wonder that so few serious accidents befall them. The almost total disregard of the necessity for showing a light at a reasonable height above water, and the propensity so persistently shown by junks to cross the bow of any vessel that may be met with, render these junks the dread of foreign shipmasters in the China Sea. There can be little doubt that many unjust decisions have been arrived at in the past by means of the remarkable faculty which Chinese possess of fixing up a story of what cases. We do not speak particularly of Glasgow and Liverpool, left Singapore for Tuesday last at about 9 p.m. a fire broke the Judge and his Assessor have declined to accept the Chinese version of the collision. The judgment, as we have said, lays down the position to be assumed by the parties, in these words :-

This case is somewhat a peculiar one, because objections having been taken, it cannot therefore be disposed of on the Regulations which have been adopted by nearly all maritime nations, as, although assented to by Japan, they have never been adopted by thins. The case must therefore be tried by Maritime law apart from the Regulations the Regulations not being binding on the Chinese junk cannot be held to junk therefore has to make out a case of negligence against the steamer, and the bare tunk to succeed, not yet to oblige the Court to hold that both parties were equally to blame.

and it will be matter for the liveliest the Seychelles.

cases of a similar kind. - that the native vessel, in order to establish a claim for damages, must make out a case of negligence in a general sense a(not negligence of any particular Regulations chants. merely) against the foreign vessel which is sued. It may be regarded by some as savouring of British partiality to sesert this. But even in vessels of the class of the Thibet, where discipline becomes a habit and therefore almost secand nature, regligence might be possible. The best of men may make mistakes; and it would not be fair to assume that the native junk may not occasionally be in the right. At the same time, in view of the fact that native junk-own-Goods per Glenorchy undelivered after ers have got into the habit of taking advantage of the English Courts in this Colony, it is a reassuring circumstance for foreign shipmasters to find that the excellence of Western precautionary measures and any increased carefulness they may observe will in future. carry weight in any action of this nature brought against thom. The orrangement is one that must comment itself to all who know the habits of Chinese junk-men; while it debars no honest and careful junk man from obtain were arrested as they came down. Many ing redress. It is true that the decision recognises a distinction between Cni-

nese and foreign ships; but that points

to a disability, if such it is, that can

easily be remedied by reform on the part of the Chinese Government. The remarks of the counsel for the Thibet regarding costs suggest a disadvantage under which Europeans, made defendants in Hongkong, may labour. It appears that persons non-resident here are not called upon to give security for costs in such actions, and that, in the event of their losing their leave the Colony without satisfying all that island, has now ceased to minister to reasonable demands. Of course, it may be alleged, on the other hand, that, a comparatively poor junk-owner loses his all by the sinking of his junk, curity for costs of an action in which he seeks what he considers to be fair restoration of his property. Notwith standing this consideration, however, it cannot be denied that, in cases where the negligence is proved to have been A N S Y S E E D on the part of the junk, the non-receipt of the costs by the foreign owner cannot be described as a fortunate or consolatory fact. Here again, therefore, the European is at a disadvantage; and all things considered, even when he Staff Corps for the Chinese Army, but the escapes payment of damages, he does Chinese authorities, now that the urgent not escape loss of time and money 1742 Greater care and more satisfactory precautions on board of native junks would therefore, be welcomed by all parties

TELEGRAMS.

(Via Southern Line.)

LONDON, 27th Sept. RUSSIA'S DEMANDS REFUSED. Friendly relations between Servis and Bulgaria have been resumed, and the Re-

LOCAL AND GENERAL.

PASSED SUEZ CANAL Amphitrile, Europa, 31; Clyde, Sept. 3 Hesperia, Claymore, Krupp, 7 Titan, 10; Benarty, Orion, 14; Agamemnon, Pembrokeshire, Oxus, Teviot, Moray, 17

HOMEWARD BOUND : - Stentor, America, Mosser, Laju, Sept. 8; Benalder, 7; Glenfruin, Priam, Lydia, 10; Jason, 14; Melbourne, Albany, 17.

DERI AMERICAN MAIL, per the P. left Yokohama on Sunday, the 26th 12th instant, and it is reported that she inst, at daylight, and may be expected will remain there until the arrival of the here on or about Saturday, the 2nd fleet, next month. The corvette Sapphire

The Ben Line steamer Benvenue left Singapore for this port and Shanghai on the 23rd instant, and may be expected here on or about the 29th inst.

The China Shippers Mutual S. N. Co.'s on Thursday morning Isst, on purpose to

Singapore on the 27th instant, and may be expected here on or about the 3rd

The Union Line steamer Dupuy de Lôme left Singapore on the 27th instant, and may be expected here on or about the

The steamship Angers, from Glasgow and Liverpool, left Singapore on the 28th inst., and may be expected here on or about the 4th prox. The Glen Line steamer Glenfinlas, from

London, left Singapore on the 29th

inst., and may be expected here on or about the 5th prox. should have happened, and passing it Whare informed by Messra Adamson, Bell says :- We regret to have to report in off as what really did occur in such & Co. that the steamship Angers, from this port yesterday afternoon.

> Masses Jardine, Matheson & Co. inform us that the Glen Line steamer Gle finlas, from London, left Singapore for this port to-day, the 29th inst.

The French Mail will be ready for delivery the Anta bridge, on the other side of the about 9.15. The Post office will be open Mahomedan Mosque, to the Lion tower, a distance of two li, have been all destroy. till 10 p.m. for the delivery of correspond- ed. On Wednesday last, another fire brokes ence, but letters not called for will not be out over the bridge in a place called Taksent out till to-morrow morning.

The following appears among the London be binding on the British steamer. The telegrams in the Australian papers :- Owing to quarrels that have take place between time ago the Authorities stopped the sale fact of non-observance of any of the Regula- Sir J. Pope Hennessy, Governor, and Mr tions by the steamer would not entitle the Chifford Lloyd, Lieutenant-Governor and would be only fair for them now to acknow. Colonial Secretary, of Mauritius, the Right ledge their mistake and withdraw the pro-Hon. Edward Stanhope, Secretary of State This is clear and sensible language; for the Colonies, has ordered Mr Lloyd to loss in property, we are informed amounted to over \$215,000.

gratification if the principle here laid. We have received a copy of The Great down becomes a precedent for future Northern Telegraph Co.'s Tariff Book, with rules and regulations, for circulation in China It contains a quantity of information which should prove useful to mer-

Tue following telegram appears in the Queenslander :- Sydney, Aug. 20 .- Quong Tart, the Chinese merchant, of Sydney, who recently sent to Quina some samples of wookwith a view of ascertaining whether any market for that commodity existed in that country, received a reply last mail stating there was no market for wool at present, as there are no means of utilising it, but there is every prospect of a good demand arising for woollen fabrics if factories were started in China.

Inspector Lindsay and a party of Police last night made a raid on the gambling houses. Nos. 24 and 26 High Street, and succeeded in arresting no less than 67 men, including four gambling masters. The Police took up their station at the doors of the houses. and there being no other exits the inmates of them attempted to run the gountlet, and for a short time the Police had rather a lively time of it. To-day the men were taken before the Magistrate, who imposed a fine of \$50 on each of the gambling masters and \$5 on each of the others. The fines imposed amounted in all to 8515.

DR LUSCHER who, with two Chinese medical

assistants from the Medical Missionary Society's Hospital at Canton, proceeded in May 1885 to Formosa at the request of H. case and being cast in costs, the pos- E the Viceroy of Canton and took charge sibility presents itself that they may of the wounded men among the troops on the medical wants of the soldiers in the Formosa Camp, the number of men having now been reduced from 25,000 to a few would be unreasonable to demand se- thousands. When Dr Luscher strived in camp, he found a large number of men sadly in want of surgical and medical aid and not a single surgeon in the camp. Dr Luscher and others had an impression at that time that the urgent need of surgeons, made apparent in Tonquis and Formosa in the operations against the French, would induce the Chinese Government to arrange for the organisation of a Medical need is past, have shown themselves so indifferent to the scheme that Dr Luscher has been compelled to give up allides of even forming the nucleus of such an organisation. So long as China has the unlimited command of mon for recruits for her army she has at present, she will probably make no great effort to establish a corps whose objest would to be preserve the lives of men who might afterwards become dependent on the State for support. In the meantime, at any rate, there seems little hope in this gency has refused to yield to Russian de- direction. The Inspector General of Customs, when interviewed lately with regard to the The Assembly for the election of the subject, it is said gave it as his opinion that Prince has been convoked for the 24th the Chinese would not trouble themselves about the matter for the present, but that they might turn their attention to it some twenty years hence. So much for China's. advancement on the path of Western medical science.

> A RUMOUR is in circulation amongst the Chinese (says the Foothow Felio) that H. E. the Viceroy Yang has been deprived of office, on what grounds we are unable to learn. We take it for what it is worth, but the fact will be no doubt elicited sconer

H. M. S. gunbaat Cockehafer arrived at M. S. S. Co.'s steamer City of Sydney, Nagasaki from Tientain on Sunday, the left Nagasaki for Port Hamilton on Thursday, the 16th instant, taking in tow samall schooner chartered by the Japanese compradore at that port. - Nagasaki Express.

Sive the Nagasaki Express of Saturday. the O. S. S. Cor's steamer Telamon, from the 18th instant :- Instructions with re-Liverpool, left Singapore on the 24th gard to the repairing of the disabled Gerinst., and may be expected here on the man steamer Prins Heinrich not having been received, she was taken out of Dock steamship Chingwo, from London, left allow the British steamer Plainmeller, and Singapore on the 26th inst., and may afterwards the Russian steamer Nimi be expected here on or about the 2nd Norgorod, to be docked for cleaning and

> The Foochow Echo of the 25th instant says -We regret indeed to learn from Chinese sources that many of our celestial tea dealers are in a very awkward position through tire heavy losses on tea, and that it is expected at the close of the China year a sad state of things will be disclosed. In many cases we are informed, teas that actually cost 30 to 40 Table o picul, laid down in the Market, were sold with difficulty at 14 to 21 1. We have been further informed that many Tea planters have set fire to their Tes plantations and are cultivating sweet polatoes.

THE Foochow Echo of the 25th instant almost every week's issue since July last, a out in the city, in the street called South Gate Street, -close by where 600 valuable Chineso shops were last destroyed, as reported in our last Saturday's issue causing another destruction of over 80 wealthy Chinese shops, and amongst them shout 11 leading Chinese Banks. It is regrettable to see that all the shops extending from kieng tao, and we are glad to learn that only 40 shops were destroyed. The Uniness anthorities are earnestly searching for the causes of the fires; we have not been able to ascertain ourselves the origin. Some of Kerosine oil in the city, on the ground that that was the cause of the fires. It hibition. In both cases we are glad to be able to say that no lives were lost, but the

SUPREME COURT IN ADMIRALTY. (Before Sir George Phillippo, Chief Julice and Capt. H. G. Thomsett, Nanticul Assessor. Tuesday, Sept. 28.

THE GROUNDING OF THE DAYLLA -ACTION

FOR SALVAGE. The houring of the two actions, one raised by Mesera Schomberg & Co., and the other by the owner and crow of the Partridge, now consolidated into one action, against the owner of the Defile, for services to the vossel while aground in the Human Straits, which was commenced yesterday, was continued to-day, Mr J. J. Francis, instructed by Messra Sharp, Johnson and Stokes, appearing for the plaintiffs and the Acting Attorney General, instructed by Messra Wotton and Descon, for the defen lants. The following evidence given yesterday had to be held over, owing to pressure of

Mr. Francis, in concluding the reading of the petitions of the Partridge said that the amount claimed was larger than the plaintiffs actually expected to recover. The value of the Dafila was probably estimated at much more than it actually turned out to

Captain Stayers, master of the Partridge, said that on the 12th May last he was on a vorage to Holhow with a general cargo. When in the Hainan Straits he sighted the steamship Dafild on the inside bank on the south side of the Straits, about two or two and a half miles from the shore, and about short of coal. There are four channe's in these straits, and she had got ashore from the inner channel. He was going through the middle channel, and he went to her as close as he could; at some risk to his own ship, as there was no channel nothing more. Witness produced his log and for fire insurance \$40. The amount of out of the help of our S. W. monsoon should set in about the 15th through, and he had to take his own crossing the bank. The banks were shifting. He got to within about three quarters of a mile of the Dafila. He had about 50 Chinese passengers on board his vessel at the time was preparing to send off a boat to hor whom she sent off one of her own boats with the second engineer and four men on board. The Dafila was almost on the middle of the bank. The second engineer reported that the Dafila was short of coal and of provisions. He brought no formal message from his captain, and he said nothing else. Witness then saw a signal on the Dafila, asking him to pick up two of her boats which were in sight. The boats were a mile or mile and quartor S. W. of the ship. and though the mon on board were pulling as hard as they could, the tide and wind were carrying them away. The current set to the W., there was a light N.E. wind, and a nasty sea on the bank. Witness then got up his anchor and picked up the boats, going dangerously near the edge of the bank to do so. - The first, second, and third officers were in the boats, together with others of the Dafila's crow. The boats could not have got back to their ship until after the tide turned, and that would have taken them a long time. He had no verbal or written communication with the master of the Dofila, and he sent the boats back. The Dafile then signalled send lighters. There was nothing about reporting the position of the steamer at Hoihow, nothing more than 'sond lighters. '-He wont on to Holhow as quickly as possible, and made arrangements with his second officer, Duncan Forbes, to take lighters to the vessel. The "regular agents of his vessel at Hothow were Mesers Herton & Co. He made no secret of the position of the Dufila, Mr Herton was a passenger by his vessel, and when he went ashure witness thought he reported the Dafile. Forbes got 20 boats and 45 coolies The boats were of about ten tons capacity, the best boats to be had there. Witness gave his agent a guarantee, and said he would stand security for the expense of the beats. Witness had 120 tons of cargo for Holhow and Pakhoi, and he discharged his cargo at those ports. The absence of the second officer threw aditional duty on the others. He got back to Hoihow in ballust on Saturday night, the 15th. Mi Herton brought a lett r addressed to the agents asking for a tag boat. There was no tag boat in Hollow, and no vessel but the Partridge available for that purpose, and he volunteered to go out and tow the Dafia in. Witness gave a lotter to Mr Herton with a formal report of what he had seen. Witness left for the Dafila, and arrived there about 25 minutes past noon. The Dafila was lying in a deep hole in the bank with the bank between her and the channel. The Partridge was drawing about 11ft. Giv. He went inside the bank, and lay about 100 feet from the Dufila. There was no sea at the timn, but a swell on the bank. The Partridge lay in only 13 feet of water, and witness should not have taken her into that position but for the purpose of rendering assistance. There were two cargo boats alongside. He went on board and found Mr Forbes and Mr Judell there. He saw the captain of the Dafila, and told him be had come to tow the Dafila off. and further lighten her, if necessary. The captain declined as there was British man-of-war in sight coming from the north. The Partridge remained

by to see if she could render assistance.

The Albatross come up the north side of

the bank through the middle channel

and a boat from the Dafile went on Foard

The Albatruss then steamed round the bank

into the inner channel, and coming toward

the Dafil she got aground on the same

bank. This was about 4 p.m., and she go

off at about b p.m. - The Partridge went to

her, and towed for 40 minutes, when she

came off. The tide was flowing slowly, and

was high at about midnight. The Albutrus

would have got off on the top of the tide.

but after striking she had to discon-

nect her engines, and it would take some

time, before she could move again The

under such circumstances. He considered

he was exposing his own ship to risk in

taking her to the Dafila. It was at the re-

quest of the captain of the Dania that he

got his agents to do this work, and he was

Partridge then anchored under the stern of the Albatross for the night, as it was not been easily lightened by throwing the rice safe to have attempted to return after dark. He would not have attempted it, as the ourrents round Hainan Head are very strong, four or five miles an hour. He left at 6. a.m. the next morning, and got to Holhow about nine, and the doatross towed the Defile in at about two p.m. When the Partridge was in Hothow the rates offering for cargo to Hongkong were ten and twelve cents per picul; on Monday they were four or live cents, the reason being that there were then many steamers in the port. He took a cargo at that rate for augar, and 15 cents per bale of light goods Witness estimated that his owners lost about \$3,000 in freight throught his going out to Dafila. A water boat with 15 tons of water was sent to the Daffle from Hollow. When he first a w the Dafila she appeared to have a little list to starboard, and he should think she was bumping on the sand. When he got on board the water was level with the stoke hole plates. He did not look into the fore or after holds. Witness considered the Dafla was in a dangerous position. - If a heavy sea had come in or the wind had got up, she must have become a total wreck. her position being very open and exposed. with banks and shoal water in all directions. The cargo boats were also in great danger

the Consul's and reported. His vessel could items in the account.

now lying up, awaiting the issue of this There was no further evidence. could not say whether she would go on it evidence. 30 miles from Hollow. He saw the vessel life. There were 45 coolies employed five 8118.26, which was the regular charge made Albatron sent a small stoam outter but the labout the 15th May, when it was blowing Hammersmith, to Kew. Teemer beat taken up his quarters at Lord Acton's writers of the Dafila. They had pald the Head to the Dafila. I have charged for the hole: She could not have been sufficiently hard. The wind is uncertain in the month

> put in as evidence. should have thrown his cargo overboard.

interval, being unable to get round the of charge with the compradore next day. I charged 66 cents a day for the could have done the damage in less than head for the tide, the wind and sea being I understood from the Partridge that they brought. I found that was too small. The three days. The ship was considerably against them-a light breeze and slight were in want of provisions, and I thought I matter is still in dispute. They claim more. damaged inside besides outside. There swell. He could get out no somer. He would send some out even at my own expense. On the evening of the arrival of the Daft a, was nodang rofhersinking in calm weather. found the Dafi'a still ashore, and she was I was not asked by the Captain of the Dafila my firm were appointed agents and the She brought on her original cargo without bumping. He got all his cargo boats out, to send these things. I did not hear that rest of my charges are agency-charges which any repairs and a little cement here made and kept them at work lightening the the Consul had sent for a man-of-war. I are not disputed. I claim \$3,000 for salvage her perfectly light. When I boarded Danla by transhipping cargo all day. He did not know when the letter came for a but out of that we have to pay for the boats her she was making a little water from the gave the people on board the Defla provi- the that the Consul had telegraphed for a and coolies unemployed. sions he had brought for himself, as they man-of-war. My representative handed the __ Cross examined _ I was told by the was no danger of her sinking, the donkey had nothing in the shape of fresh provisions letter of the Danta to the Captain of the Consul and by the first mate that the engines being able to keep the water under to eat, and they were eating cargo rice. Partridge, and the letter said that the Defila Dufila was in difficulty. It is not true He took out of the Dafila that day 3,078 wished to be towed off. It is very difficult that I would not give him the coal bags of rice. The cabins and all the wood- to get coal at Hoihow. It has sometimes until he signed a bill to pay at the rate of work of the Dafila had been torn down and to be got from the Chinese Government and \$30. We were to try to get payment whe burnt for fuel for the engines. During the than cannot be replaced for \$18. I was ther the coals were used or not. The price day the water in the stokehole increased, and agent of the Partridge except for the last was not arranged before I went to look at night there was about two feet of water voyage. The freight to Hothow ranges for the coal. It was agreed to pay \$3.00; over the plates. In the afternoon the from 35 cents to 3 or 4 cents. I consider the charge for coolies being included. vessel was casier and did not bump so much, 10 or 12 cents a good average freight. I The Chief Justice-It seems that they are which was the effect of her being light o maider 3 cents a reasonable charge for charging all the expenses of salvage and ened. As fast as the cargo boats were filled fanding goods; it was the price I was paid at salvage over and above. they were despatched to Hoihow, the last Swatow. The charge for messages includes | Cross-examination (continued)-I paid give his evidence to-night. one being kept at night alongside in case | the expense for sending letters to the mate of | 816 per ton for the coal and I sold them for 1 anything happened during the night. The the Fartridge. My representative knows 830. In that price was i cluded the troucaptain of the Duftle approved of the mea- what letters were written. I was absent at | ble I had. I never slept all that night sure, as there were too many people on Pakhoi; I know that they were sent by The D file was about nine miles from Haiboard the vessel for her own boats. The special couriers. They could have been nan Head, in sight of land. I ordered anchor of the vessel was got out that night, | sent by the boats, but that would have caused | more boats than was necessary for 150 tons. and the captain asked witness to order the a loss of time. The letters were with re- because I thought more would have to be lighter to come alongside; the boat people gard to the Dafil as to the boats &c. required. I arrived on the Dafila on the refused to come until the captain had fired I think \$75 is a fair charge for two or three afternoon of the 15th and worked till nine some shots under her bottom. She then letters, considering the difficulties of sending o'clock. I had no place to sleep. No came and the coolies were put on board, them. I admit 60 cents is a high charge for mattress was spread out for me. The next after which with the approval of the cap- bringing the cargo to Hoihow. I do not know day the lighters did not come till 5 o'clock tain all the personal effects of the men and why Mr Judell charged only 25 cents. I sent | and I worked from that time to 8 o'clock. of the captain also, frem his own cabin, the boats at night, By the time Mr Judell The boats at night, By the time Mr Judell on Fri-

were also put on the junk. Witness saw charged 3 cents. that the Dafila was getting very deep oft. the water. At 8 the next morning some until full enquiry had been made. more cargo boats, sent by Mr Herton, arrived by the Dafila, and they were also filled with her cargo. Further lightening, witness believed, was required before the vessel could be got over the sands. Judell's boats and lighters afterwards took up that work, and lightened the ship. He left the vessel when the Partridge came upat noon on Sunday. The Dofila's ballast tanks were damaged and filled. The master of the Dofil wanted witness to make a salvage agreement when he first went on boare. but he declined, saying he had no authority to do so. He considered that he ran considerable risk during the four days he was engaged in this work. He had to work hard and anxiously, and had lived in considerable discomfort, not having proper

food, and never taking off his clothes. Cross-examined-All the cargo boats got out to the Danie and back to Hollow safety. He did not remember asking the captain of the Danila to fire the rifle to bring the coolies alongside with the cargo boat. It was the captain's own idea. captain never told either the witness or the never told one of the officers that as soon papers signed by the mate. The handas there was any danger he would be the first to leave the Dafila. Luckily there was no bad weather. The vessel could have

To-day the following evidence was given. Edward Herton said-I am a merchant Hollow under the name of Messra Herton & Co. I was on board the Partridge about the 12th May on her voyage from Hongkong to Hoihew. At that time my firm were the agents for the Partrides in Hoihow. I remember seeing the Dafild aground. The Captain of the Partridge wrote me a letter on board the Partruige and said he had been requested by a signal to send boats, and coolies to the Dafile That letter was in my hand writing. There was an arrangement come to before. I was agent for the Partridge, but I told the Captain of that vessel. I could not act unless with his authority, and that letter was written embodying our verbal agreement. I gave orders to my compradore to get lighters and coolies and accompany the second mate of the Dafila. I had a great deal of difficulty in getting ocolies, because they had experi ence of going out there. Both boutmen and coolies objected to go at first, and they were only persuaded to go on being promised to be well paid. I do not know the bank and was lying in a deep hole. The rate per head. I told the compradore to make what arrangement he best could : it was late at night and time was a great object. I do not recollect the number of coolies. The compradors presented a bill to me which I paid. About twenty boats went that night ... I do not know if any rate was fixed. We sent some more busts and

were in, the charges made were reasonable. think we sent coals; we sent water. I telegram to be forwarded to his owner. The this evidence. The total amount was \$3,885.15. Witness could not say how much - a good deal went aptain made use of my boats. He then produced several letters which passed be out. We sent firewood out and provisions. told me he wanted to discharge all the has no objection. tween the Dafila and Messra Herion & Co., When the boats came back from the Dafila cargo and I immediately sont for more and the account presented to him by Mesers my firm landed and stored the goods. I boats On board the Dafila they were in a tion. Herton & Co. for the boats and coolies, could not say how long the goods were in frightful condition. All the wood work The witness-Had the sex been rough London, Aug. 30. - The opening heats of Juring the fifteen days' carnival proposed night. I insured the goods against fire and very scarce. I brought along beef, fowls, cargo boats would have sunk or gone on to-day on the Thames and resulted as of the colony of New South Wales. Oross-examined by the Acting Attorney rendered an account to the Partridge of the broad and tinuad meat. I remained on the beach. General -110 marked on a chart the course expenses. \$150 was paid by my firm for board till the Defile reached Heihow. Cross-examined-I consider it to be Neil Matterson, of New South Wales. he took to approach the Dafila, where he carrying coolies to the Dofila. For dis- After I got on boats to venture in the best Wallace Ross. John Teomer beat issued a pamphlet on the Irish question, in lay when apouling to her, and where he charging the rice from the Dafile into the boats were loaded that afternoon, two Hainan Straits. Sudden changes are very George Perkins. William Beach beat H. which he states that he abandons his land picked the boats up. It appeared he had boat \$394 was charged, which would be being kept alongside in base of accident, common in the months of May and June Lee. In the first heat Matterson won purchase scheme, and expresses the opinion. gone between two banks to got to hor, and about the rate of 10 cents per bag, 3,402 be- On the 16th other lighters sent by me came and in October, and the running round against Wallaco Ross by six lengths in that the spirit of a separate nationality will he had not picked up the bonts in the directing landed. \$14 was charged for water sent out and wilditional cargo was discharged. I Hainan Head is very dangerous, the sea 18min. 4 sec. In the second heat Teemer be stirred in Scotland and Wales; also that tion he first stated. He had done the trip out and I consider it a reasonable charge, engaged 43 bonts, of which ten ware used being often high, when there is very little won by three lengths, in 18min. 40sec. In Ireland only needs to persevere in order to from Hongkong to Holhow ten times before The compradors was the active man who and one for coals. I do not know how wind. then, and had once got ashere. The banks arranged it. I have not paid that item yet. many actually came out; some returned about there shifted considerably. He did The items livewood and provisions include when they saw the steamer coming back, no indication for a moderate breeze. I connot report the position of the Duffer to the firewood and provisions for the coolies. I should think that as many as would dis- inder that if the wind had been blowing with | terday Wallace Ross was leading by three Consul on his arrival. He reported to his The Chief Justice considered that some charge the whole cargo came out. The longth would have broken up lengths, when he suddenly collaised, owing

carry 8,500 piculs. The loss in freight he Mr Francis held the account must be ac- was unable to get near the Dafila, but the Jeans I baye made 80 or 40 voyages from half the d stance; Beach led thouce to the land and Home Rule questions should had estimated to his employers was a rough coated unless it could be shown there was latter could being lighter. The Captain of Haiphong. The dangerous winning-post, winning by five lengths. guess; he found on reckoning up the loss some collusion between Mr Herton and the Pa tridge being on board the Dafila wind in the Hajman Straits is the N.E. per picul it did not amount to so much; it the compradore, as far offering his service, I advised Captain wind, which if blowing even moderately, was between \$500 and \$600. With the an this was concerned, was the same as an Mooney to apply to the Albatross first. The would raise the sea in an hour. I would Matterson, exception of two voyages he had always had fourside party. He was in the position of a latter sent his chief mate to the Albatross, not send lighters, which are open bonts, into full cargoes from Holhow. The vessel was contractor with the firm, and not an agent. which in trying to approach went ashore, the Strafts without being well paid, the risk for the International Sculling Sweepstakes,

again. He was offered a full cargo at 10 Mr Herton, continuing-I have charged when we left off discharging she was draw. east of Hainan Head and a breeze had and 12 cents per picul. He should think a 60 cents per bag for bent hire for taking the ing 13 feet. I think my coolies besides sprung up, they would likely have been cast from Wandsworth to Gwynne's, at Hammerdollar a day was not too much to pay the cargo lightened to Hoihow. I charged 3 discharging trimmed the cargo. The coals on shore. coolies for this work, with the risk to their cents per bag for landing 3,942 bags, that is arrived the same afternoon (the 16th). The Cross-examined-I was in the Straits days, which was \$225, but he could not say byour firm. For sundry couriers to the vessels Dafila managed to come out of the hole rather heavily. It does not what was paid. (The amount charged was sent with messages from Hollow, I have herself. Once out of the hole the slbatross much to raise the san. I have been \$394.) Neither witness nor his agent nor charged 875. We had to employ other took her in tow. The Albabress could not running for 10 months on this coast, of the race between Beach and Teemer in

cost of the coal he had burned to get to her, storage in the godowns at 6 cents per bag, lightened of the cargo to allow her to pass of May. N. E. winds are not usual. The book, which the Acting Attorney General the claim is \$3,895.18. By the Court-Witness thought, had his conversation with the officer who came on Straits in a small boat is very risky; a gale Hoihow and I never touched. In calm vessel been in the position of the Defila, he board the Partridge. I spoke with him may spring up at any moment. about saving the rice from the ship. I be The Chief Justice-Couning over from Partridge, said he saw the Dafila, aground. sign any agreement for the salvage of the gale might spring up.

The donkey engine kept the pumps going, cross examine the witness on the items of In the first account my expenses amount to been kept dark, but we believe that we to witness the match. and towards morning it began to gain on the account, as they would not be accepted \$3,150.70. That did not include all the are now betraying no bonfidence in Mr Judell said-I am a partner of the

firm of Messrs A. Schomberg & Co., mer-

chants. Hoihow. I remember the evening

of the 18th May. The English Consul was at my house, he was called away and afterwards came back with the chief officer of the Dafila. I heard the Dufila was ashore on the south bank of the Hainan Straits. He told me she was short of coal and lighters. I think he said she wanted 10 to 15 tops. I think he mentioned something about provisions. I undertook to send coals and lighters. It was about 10 o'clock when the Consul left my house; he returned in about half an hour. The officer told me they wanted to lighten the vessel of about 150 tons, which would be about 2,000 bags After great difficulty I got a lighter with nine tons of coal and two more empty lighters. I think they went off at 4 o'clock in the morning. The coolies went afterwards. I went in a sampan to try and ge the Saltee to tow out the coal lighter, but when I arrived at her anchorage I found her gone. I left Hollow about 4 o'clock in the morning for the Defile. Before I left I got me to send out lighters, all in excess of those required for 150 tons to be at the rak of the senders. It was signed by the first mate. John E. Morgan, on behalf of the Captain. The boats I sent out were not sufficient to take 150 tons and when I left I told Mr Schomberg to send more. It would take two or three days to get to where the Dafila was on account of the currents. I went myself because I had to look after the men and because I wished to make an arrangement with the Captain. I got about 10 or 12 miles from Heihow that day. The wind was adverse and we could not make any headway. I cried out to a fishing boat with which I went on shore and walked back to Holhow. I wrote a letter on board the lighter to the Captain of the Dafila, and the lighters proceeded. I started again at nine o'clock in the evening with eight boats, 57 coolies, one compradore, one interpreter, and Morgan. . It was very hot when I walked to Hothow and I had to go through the water. We reached the Dafila on the 15th about five o'clock. I brought a chart and a time table, which I thought would be useful to him, as steamers trading between Hongkong and Bangkok do not generally have these charts. I think be only found out his position then. When I arrived the Dufila had slipped off the sea was fairly calm all round. The Captain said to me that his position was very dangerous. I found the second officer of the Partridge on board, who had already discharged some 3,000 bags. The Captaln said that if a gale sprang up he could not secure the ship for 10 minutes. As soon as I had

satisfied, considering the dauger the boats coolies next morning (the 13th.) I do not seen the Captain I sent at his request a Mr Francis-Then you refuse to take and was won by Matterson amidst great agent. The next morning witness went to further evidence was required us to the Albatross arrived that day and the Partridge | Capit Thomas Rowin said-lam a master | to the heat and an injury to his wrist, came out from Holhow. The former vessel | mariner and have held a certificate for 20 and the Partri 'ge towed her off. During being great. It would take 24 hours to get the following were the results :action. She was taken off the line because The Acting Attorney General held that all this time we were discharging cargo, get out from Hollow. The tide round Hainan the last two voyages did not pay. He the accounts showed nothing and were no ting out 1839 bags. I think the Dutila was Head runs 16 hours to the west and 8 hours drawing 16 feet when I went on board; and to the east. If cargo boats had not to the owners had made any claim on the under- boats to do this work, running from Hainan have got so near as to tow her out of the I saw it blow once hast May very lighters. There were no other lighters June, but there is very little monagon in he was presented with the prize of \$1200. Cross-examined -I believe I had some there. Going out through the Hainan Hollow. I have been four or five times to

went off in one of these boats for the Dafila, It was about eight o'clock in the evening coal Igot was thooffly coal in Hoihow. Messrs | cabin. which he reached at 4 a.m. on the 14th. when I arrived at Hollow. The boats Herton & Co. had tried to get some but fail-Ho was beating about the banks all the went off at eleven. I talked over the matter ed. I charged 25 cents per bag for boat hire.

at that time what my expenses were. I proves the presence throughout the whole brider and Palmer in particular hitting freely. proposal before the Governor on Thursday. made no arrangement with the hoats or area of the island of three hitherto unwork. When Scott had scored 18; however, he coolies before they went out. 664 cents is ed seams of coal, measuring respectively sent one up and was caught, Giffen taking lemand 17 cash and have made an appeal the depth at which the seams to the Consul. I did not either in Hong- been struck (some three hundred to kopg or Hollow offer the Captain 20 per | four hundred feet) admits of the coal being cent, of the profits if he would speak well for worked underneath, the bottom of the sea. me. The Capt. told me on going on board | the future supply of coal from this source the Dafila that she was very badly damaged may be taken as practically inexhaustable. There was no squall during the time I We believe that the nature of the accom-

although I left for the boat at four o'clock | seams will enable the coal to be work engaged were well acquainted with the judged by the specimens brought the hold. I do not know if Means Herton | the quality of the coal is equal considering the trouble I was put to.

Albatrons, being obliged to confess he did which to contend against outside competi-

for salvage for the boats I engaged that mainland. were not used. They claim \$20 a day. By the Assessor-I did not think that the Dafila gould have walked out of the hole without the assistance of the anchors, and hawser brought by the steam launch sent by the Albatross. The Dofila when went on board was drawing 16 feet aft and

13 fore. The lightening brought her on Captain George Wright said-I am a master mariner and have held a certificate for 17 years. I recently commanded the Silter. I have made about 35 voyages from Hongkong to Harphong. The weather is very changeable in the month of May, the changes occurring rapidly. I have seen the sea breaking over banks, passage and everything. In heavy weather it is very difficult for a small steamer to get through. His Lordship said it was needless to call

Mr Francis - It is quite competent to call His Lordship-In the Admiralty Court spectators the evidence of an expert is not required. tince the Court has a nautical assessor.

this evidence.

H & Lordship-I do not, if Mr Ackroyd

The Acting Attorney-I have no objec-

By the Assessor-The barometer gives Lee.

weather there is no danger.

Captain E. Burnie, said-I am a marine Duncan Forbes second officer of the lieve I asked him if he had authority to Kowloon might be very risky. A sudden surveyor and surveyor of Lloyds at this port. I made a survey and estimation of He heard the second engineer of that vessel, vessel and cargo. I did not ask him to sign Witness (continuing)-At that season of the Partridge. The amount estimated was on the 18th and the latter on the 25th inst., 'up substantial buildings, and are expecting. who came on board, say they were short an agreement that there should be no law the year we have nearly every afternoon a \$42,100. I surveyed the Dania in dock on of coal and provisions, and had broken dispute and that I was to charge what I squall. I passed two nights on board an the 5th, 6th and 7th June last. I found their main steam pipe. It was arranged liked. The Captain of the Partridge asked open boat and two nights on board the the bottom plating was in ridges, from 4 to that he should go off to the Dafila with me to report to the Consul that the Dafila steamer. There was no proper accommo- 6 inches in depth. I marked 96 plates to lighters. Witness was in the office when was on shore. I did not do so at once. I dation on board the steamer. I had to con- come out and only one of these was fractured. Mr Herton engaged the lighters and coolies did so the following morning. It was late sume my own provisions. I actually as the bottom of the plates had taken the shape _about 20 lighters and 45 coolies_enough | when I landed, and I had some difficulty sisted in the loading of the sand. I should think the ship was day against an eleven of the County of France to Noumea. for about 10,000 piculs. The compradore with the boats. I went with the Cap- despatching them. I think the boats would bumping heavily, judging from the appeargot the boats, and was about three hours tain of the Partridge. From what the have left if I had gone. The Captain did not more of the plates. I do not think that the getting them, as the mon demurred to going | Consul said I should think he knew ask me to stay; we only conversed about the ship leaked through the fractured plates. out so far. The boats sailed, and carried about the matter before. I had no con- matter. The British Consul asked me if A number of frame and seam rivets in the from 50 to 500 bags each. Witness took versation with Mr Schomberg or Mr Judell it was advisable to telegraph to Hongkong bottom of the ship were started. The vessome provisions and a Chinese pilot and and I did not refuse them any information. and I said it was, and he telegraphed. The sel has no tween deck except in the Captain's ling a prolonged stand, and was finally colonial hops to be admitted free.

Cross-examined-I do not know how long she had been on the banks. ballast tank into the engine room. There By the Assessor-After o monting the bulkhead she could have gone to sea in hallast. The leaking in the bottom was more from the chain rivet than the plates made when she was on the patent slip.

This concluded the case for the plaintiffa The Acting Attorney General then addressod the Court for the defence and Captain Mooney was examined for the defence Owing to crush of matter we are unable to

VALUABLE DISCOVERY OF COAL IN JAPAN.

The Nagasaki Express of the 18th instant reports a valuable discovery of coal near

Dependent as our port is upon the coal.

was in the boats. I charged one night, panying rocks and the general lay of the in the morning. I had been up all night, ed at a minimum cost, and the natural har-The extra for the coals was for my trouble | bour advantages of the island will also not for being up all night. The coolies I favour its cheapness. So far as can be work and all I had to do was to point out by the diamond drills, we believe that were informed of the Consul having tele- | very nearly equal, to that of Takasima graphed. I have charged 2500 for agency, | coal; but even supposing that it were only do not think this is too large an item | equal to Mike or Karatsu coals, it is obvious what a large increase to our trade succeeded Palmer, and some very brilliant jacent French colony, but they did not The Chief Justice But you have charged | will be caused by this unlimited influx of chean coal. We are glad to hear that retiring caught for 43. As time was then brides; it was only the capitalists who were The witness then explained at length operations have been this week commenced what exertions he had made, among the in opening a mine, and us we are all wall tems being introducing the Captain of the acquainted with the liberality and energy tion, Matsusima, as is generally known, is By the Court - I do not know how much situated some twenty miles to the north. I shall have to pay out of the \$3,000 I claim | west of Nagaraki, in close proximity to the

NEWS BY THE AUSTRALIAN MAIL. The steamship Airlie, Captain Ellis, ar-

rived here this morning from Australian ports. From our exchanges we extract the following telegrams :-THE GREAT SCULLING CONTEST ON resumed at Gravesend to-day. The last

THE THAMES. Monday, Tuesday, and Wednesday next for day. a first prize of £1200, second of £100, and a third and fourth of £100 each, is as follows :- 6 to 4 v. Beach, 100 to 30 Teemer. 4 to 1 Ross, 6 to 1 Matterson, 7 to 1 Bu. following on scored 450 in their second bear and Perkins, and 9 to 1 Lee. London, Aug. 30 .- The rowing for the

Great International Sculling Sweepstakes was commenced on the Thames to day, in the presence of an immense concourse of The first heat was between Neil Matter. It is probable that a strong delegation will

and of Sydney and Wallace Ross of America, attend if the terms are generous.

enthusiasm.

America best George Perkins of London. Sydney beat H. Lee of America.

the third heat Beach won easily against gain her object-Home Rule.

London, Aug. 31. - In the first heat yes issued a pamphlet on the subject of Home In the second heat Les fouled Beach at The betting last night was even on

London, Aug. 31. -- In the heats to-day

Boach beat Bubear.

Tuomer beat Matterson. Later. - The first heat to-day, between Beach and Bubear, was over the course amith. Bouch boat Bubear. The second heat was from Biffon's at Bavaria, at the foot of the Alps, and has

London, Sept 2 .- The Times, in its report the final heat for the Sculling Sweepstakes, says that Beach's time was 22min. 46sec., of wheat is expected to be below the averand that it is the fastest on record.

Beach received a perfect ovation when In a brief reply, he expressed his regret

Wallace Ross, the American scullers, who French troops here have not interfered are both matched to row Beach, the former with us in any way. They are putting will decline to compete, believing that more timber from Noumes daily. The Beach's phenomenal powers are too much natives are very friendly, but far from

THE AUSTRALIAN ELEVEN IN ENGLAND. Sussex. The weather was splendid. The attendance was large, and the match atlians, winning the toss, decided to bat, cellor of the Exchequer, intends proposing Giffen again distinguished himself by mak- a duty on foreign hope, but allowing caught after having scored 73. Scott was the next highest scorer, and was bowled of one wicket when the stumps were drawn, Australia. Spofferth, having hurt one of his arms during the match at Leyton, was unable to play against Sussex.

home team, which on the previous day had Central Europe. scored 24 with the loss of one wicket, went in to bat, and succeeded in making 322. ham played a good innings for 45, atumped. Lucas and Bain also made an excellent stand, the former for 81, stumped, and the By the Chief Justice-The valuation was latter 104, not out, when the stumps were drawn for the day.

their innings. The weather was fine and had any intention of introducing a bill the attendance good. The home team made | providing for the separation of Queonsland. a total of 352. C. P. Lucas contributed 93, Inquiry was still being made into the not out. The visitors in their second in- demands of the Northern Separation nings made a good stand, having so red 300 League. for the loss of seven wickets, when the stumps were drawn. The principal scorers Melbourne, Sept. 1 .- Mr Quong Tart. were Scott 43, caught; Palmer 84, caught; the Sydney merchant, who entered the and Trumble 52, not out. The match was married state on Monday last, arrived in

declared drawn. menced their thirtieth match at Gravesend town councillors and some 200 ladies, met to-day, their opponents being a representa- Mr and Mrs Tart at the Ballarat East railwill be welcome news to our readers to follows :- W. H. Patterson, Kent; W. W. platform cheers were given. The newlylearn that a considerable accession to that Read, Surrey; T. Bowley, Surrey; G. G. married couple are the guests of the extrade is speedily to be looked for. It is no Hearne, Kent; F. Hearne, Kent; J. Hide, Mayor and Mrs Scott. Mr Quong Tart were put on board the junk. This was by went and got the boats the excitement had boats. The Captain had said nothing to went and got the boats the excitement had boats. The Captain had said nothing to went and got the boats the excitement had boats. The Captain had said nothing to went and got the boats the excitement had boats. the captain's own instructions, and the offi- anheided. I cannot say why Mr Judell me about wishing to employ the Captain of Exploring the laland of Matsusima by J. Wootton, Kent; H. Wood, Surrey. The cers, engineers, and crew, and a Chinaman | charged only 11 cents for landing while I | the Partridge. He asked my advice and I means of the ir heavy diamond boring weather was aplended during the day and said he should not do anything in that way in chinery. For obvious reasons the re- the ground was crowded with spectators.

> the next comer, and he and Palmer kept | value of the discovery. the fielders busy until Trumble was taken in the field, having 20 to his credit. Bruce filled the vacancy and added 27 to the Aus- on Congress now sitting at Paris Mr Norton tralian score before he was bowled, Palmer who represents some Australian trades meanwhile continuing to bat in a most unions, made a strange speech, in which brilliant manner. Jarvis followed and he declared that the columists were as badly made 22 by careful play before he was off as were the Europeans; that the soil caught. Bennor now faced Palmer and the was in the possession of a few hundreds of play became very lively until the latter, capitalists; that farming scarcely existed: when only seven short of a hun red, was that Victoria was the only colony thriving smartly caught and had to retire. His that there were thousands of unemployed innings was marked by really first-class who would be glad to work at any wages; cricket, and he was warmly applauded on that the working classes were opposed to his retirement to the pavilion. Blackham the deportation of recidivistes to the adplay was the result, ending in Bonnor's care if the French annexed the New He up, Blackbam carried out his bat for the opposing the annexation of these islands by day with a score of 5, the Australian total France. being 282 for seven wickets. The match London, Aug. 28 - News has been re-

Palmer, caught Giffon, l b w Trumble, caught Bruce, bowled Jarvie, caught Bouner, caught Blackham, not out ... 15 Bondries ... 15

Total for seven wickets 282 Loudon, August 31 .- The match was Australian wickets fell rapidly. The total

London, August 28 .- The latest betting score was 299. The Englishmen then went in connection with the great sculling com. in, and had scored 90 for the loss of air petition to be held on the Thames on wickets when the stumps were drawn for the London, Sept. 1 .- In the match Australians v. the South of England the latter

concluded their first junings for 170, and innings, remaining at the Wickets all day. THE BRITISH ASSOCIATION INVITED TO BYDNEY. L'adon, Aug. 26 - The British Association have been invited to hold their meeting in 1888 at Sydney, New South Wales.

Aug. 30.—The Council of the British Association meet on Monday next to con-In the accord heat, John Teemer of sider the invitation, the conditions of which are urgent, of the Government of New In the thirt heat. William Beach of South Wales for the association to hold their annual meeting in 1888 at Sydney. &c. supplied by his orders for the assist- my godowns; it might have been a fort- had been togen down. Provisions were also the Dafila would have broken up and the the International Sculling Race were rowed to be held in celebration of the centenary

THE IRINH QUESTION. London, Aug. 28 .-- Mr Gladstone has

London, Aug. 29. -Mr Gladstone has Rule for Ireland, in which he justifies his action in concealing the views of bimself and his colleagues until the question was ripe. He admits that it is necessary that be separated.

Aug. 31. -Mr Michael Davitt, speaking Beach, 2 to 1 v. Teemer, and 4 to 1 v. on the situation in Ireland, says that the eviction of tenants must be resisted at any

THE HOP GROP Lordon, Aug. 27.—Latest accounts from the hop districts are very satisfactory, and a good crop is generally expected both as regards quality and quintity." MR GLADSTONE'S TRIP.

Munich, Aug. 28. - Mr Gladstone has arrived at Tegernsec, a village in Upper mansion, overlooking the lake. THE ENGLISH HARVEST.

London, Aug. 27. - English harvest operations are rapidly progressing, but the yield

THE FRENCH IN THE NEW HEBRIDES. Brisbane, Aug. 30 .- The Government have received the following important inthat he was unable to meet Hanlan on the formation :- A. Blackburne, Government Agent, reports by the Sibyl from Havan-It is rumored that Jacob Gaudast and nah Harbor, Sandwich, on July 27 :- The pleased at the French occupation. We were informed by Captain M'Leod that London, August 26 .- The Australian the sheds being put up are intended for a Eleven commenced a match at Brighton to- batch of convicts now on their way from

FOREIGN AND COLONIAL HOPS. London, Aug. 30 .- A rumor is current tracted much local interest. The Austra- that Lord Randolph Churchill, as Chan-SIR CHARLES DILKE

London, Aug. 31 .- It is reported that for 27. The innings closed for 200. Sussex Sir Charles Dilke is now hunting in British then went in, and had scored 24 for the loss | Columbia, and that he proceeds thence to

GERMANY AND FRANCE. Berlin, Aug. 31. The semi-offical Nord Deutsche Zeitung states that the increase in London. August 27 .- The match was German armaments is due to the constant continued at Brighton to day. The atten- arming of France, which country is alone dance was good and the weather fine. The answerable for the present situation in

THE RECIDIVISTE QUESTION. Paris. Aug. 31.—It is officially announced with the less of seven wickets. W. New- by the French Government that in future all recidivistes will be sent to the Isle of Pines, in New Caledonia.

QUEENSLAND EXPARATION QUESTION. London, Aug 31 .- In the House of Commone last night, Mr Stanhope, Under-London, August 28. -The match was re- Secretary of State for the Colonies, stated sumed to-day, the Englishmen continuing that it was untrue that the Government

MR AND MES QUONG TART, Ballarat this afternoon, to spend his honey-London, Aug. 30 -The Australians com- muon. About 300 persons, including the trade as the back-bone of its commerce. it live South of England team, composed as way station, and as they slighted un the

In connection with this banquet it is proposed to give His Excellency the Governor a telephone concert from the Ballarat town-His Lordship said it was needless to until communicating with the Abutross bults of this exploration have hitherto many of whom came down from London hall. Arrangements are being made for the concert, and if his Excellency accepts The Australian captain won the toss and the compliment 12 telephones will be placed expenses. I sent for more boats, which I announcing the fact that the search has elected to send the Southerners into the in the municipal chamber and laid in comhad to pay for. The account included the met with a well-deserved success. At an field, going to the wickets himself with munication with Government House, on expenses for the 1,830 bags. I made up the expense of some thirty thousand dollars a Palmer as a partner. They made a good which evening Lady Luch is to hold an 'at account on the 4th June. I did not know series of bores have been put down, which commencement, the wicket being in fine home. Mr. Ham, M.L.O. will lay the

DISCOVERY OF TIN IN QUEENSLAND. Brisbane, Sept. 8 .- The warden wires what we pay to coolies for working day and four feet, eight feet, and fourteen feet. As his place. The score continued to mount that valuable tim lodes have been discovernight. I thought the usual charge for the area of Matsusima is some ten times up rapidly and the partnership appeared ed near Archer Point, 20 miles from Cooklanding was 11 cents, but the coolies now greater than that of Takasima, and likely to be of long duration, but Giffen town. Alluvial tin was also discovered by caught one on his pad and was given out China men, 50 miles from Cooktown, but leg before wicket, having secured the as the warden declines to impe licenses to respectable total of 29 runs. Trumble was Chinamen, they are very reticent as to the

London, August 27. - At the Trade Uni-

Dufile to the Commander of the Albetress, with which Mittu Bishi Works are carried is exciting a keen interest, and should the caived stating that Russia is massing her and was rather disconcerted when asked if out, we may hope very soon to see a new weather continue fine a large attendance is troops and collecting bridge material on he himself knew the Commander of the weapon in our merchant's hands, with expected to-morrow. The following is the the lower Danube; also, that the Black Sea squadron is crusing on the Roumelian

London, August 31 - Bishop Moorhouse has asserted that one result of the Victorian education system has been that the children in that colony show a crass and deplorable ignorance of the Bible The editor of the Lancet is dead.

SUN AND TIDE TABLE FOR HONGKONG. (From The Hongkong Almanack.) SEPTEMBER-OCTOBER

	Ніди	WATER.	Sun,		
Day of Month. 30 1 2 8	Morn. H. M. 10.49 11.37 0.87 0.40	Aft. H. V. 10.52 11.31 0.25 1.13 2.16	Lives. H. M. 5.52 5.53 5.53 6.53	Sets. H. M. 5.47 5.47 5.46 5.45 5.45	
- 5 ≠0- High	1.23	3,45	5.54	5.44	

mins later than at Hongkoug; at the Barrier: 3 hra 16 mina; at the Salt Plats : 8 hrs. 30 mins. int Shaineen. 3 hrs. 45 mins. Moon. - New Moon 28d. 4h. 55m. morn-

Canton

Gilsland

Fidelio

Ohristian

Guayman.

Hei-Cheong

John Potts

L'Avvenire

Glengarry

Nanzing

Pathan

Thales

Anadyr

Ancona

Fuh-wo

Fushun

Fungshun

Haoshin

Ingeborg

Killarney

Kiang-foo

Leo Sang

Marcia

Meefoo

Neckar

Nestor

Swatow

Wenchow.

Wha-on

Yangise

Aluania

Birtie Biglow

Chingtah

Columbus

Cutty Sark

E. T. Crowell

Dori tta

Hammonia

Moridian

Naupactus Ran

Rembrandt

Sea Swallow

Von Moltke

Archimede

Beatrice .

Favonius

F. Grampp Republic

St. Nicholas

Theo. Ruger

Utrecht

Wilwood

Solidor

Suliteima Sunrise

Rufus E. Wood

Helena

Hilda

Daviel I. Tenney Amer.

Hikaku Maru Japan. bg.

John C. Potter Amer.

Colombo

Taiwo

Ngankin Ningehow

Prinz Leopold

Store Nordiske Danish

W. C. de Vries British

Adam W. Spies Amer, bge.

Kiang-teen

Kiang-Kwan

Hector

Kent.

Galley of Lorne British

Breconshire

Chi Yuen

Kong Lee

Emilie

SHIPPING IN CHINA, JAPAN

WATERS.

WHAMPOA.

Brit. str.

AMOY.

In port on September 25, 1886.

MEBCHANT STRAMERS.

MERCHANT SAILING PESSELS.

Ger. sch.

Ger. bg.

Norw. bgo.

Ger. bqe

Brit. bgs

Brit. bge.

Siam. sch.

Br. 3m. so.

Ger. sch.

Brit. bge.

FOOOHOW.

In port on September 25, 1886.

MEECHANT STRAMERS.

MERCHANT SAILING VESSULS.

Brit. bqe.

BHANGHAT.

In port on September 25, 1886

French

British

British

Chinese

British:

Chinese'

Chinese

British

Chinese

British

British

British

British

Chinese

Chinese

Chinese

British

British

Chinese

German

British

British

British

British

German

British

British

British

British

French

Chinese

MERCHANT SAILING VESSELS.

Nor. bge. Norw. sh.

Brit. bge.

Siam. bg

Amer. bqe.

Brit. bqe.

Brit. sh.

Norw. bge.

Amer. sh

Brit. boa.

bqe.

Siam.

Brit.

Brit.

NAGASAKI.

In port on September 18, 1886.

YOKOHAMA.

bge.

boe.

ah.

In port on September 18, 1886,

Brit.

Brit.

Brit.

Ger.

Ger,

Dut.

Brit.

Brit.

Brit.

KOBE.

In port on September 13, 1886,

HIOGO.

Amer.

Amer. sh.

Walter Siegiried Brit, bqe.

Kozaki Maru, Japan, bqe.

Brit.

Chi.

Chl

Ger.

Brit.

New York, &c.

Hankow. &c.

Hankow, &c.

Marseilles

bqc, Laid up

Hongkong

Ningpo

London

British

British

British

British

Ger.

Claro Babuyan Brit. bqe.

Kristina Nilsson Ger. bg.

German Hongkong

AND PHILIPPINES

To Let.

TO BE LET.

TAROM the First of November, THE NEW PREMISES, BANK BUILDINGS, immediately opposite the Hongkono Horel's Main Entrance. On the Ground Floor Two Handsome Plate-Glass SHOP Frontages each of 40 feet, and on the Second Floor a Suite of 2 large and airy Rooms.

BREEZY POINT, ROBINSON ROAD. With Immediate Possossion. GODOWNS at WEST POINT-Large and

COAL STORAGE.

'BISNEE VILLA,' PORPULUM. Apply to

SHARP & Co. Hongkong, September 28, 1886. TO LET.

FIVE-ROOMED HOUSE at the PEAK, Good TENNIS GROUND attached. Apply to

DENNYS & MOSSOP. Hongkong, January 28, 1886.

TO LET. TOOMS in 'College Citambers.' Nos. 7 and 9, Seymour Terrace. No. 16, HOLLYWOOD ROAD.

Apply to DAVID SASSOON, SONS & Co. Hongkong, September 28, 1886.

TO LET. TROM the 1st September next the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the Hongkong & Shanghai Bank-ING CORPORATION. For further Particulars, apply to the Undersigned.

E. L. WOODIN, Acting Superintendent. Hougkong, August 27, 1886.

Insurances.

THE STRAITS INSURANCE COM-PANY, LIMITED.

FITHE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARTNE 'RISKS to all parts of the World, at current

ARNHOLD, KARBERG & Co. Hongkong, November 5, 1883. LANGASHIRE INSURANCE

> COMPANY. (FIRE AND LIFE.)

CAPITAL,—Two MILLIONS STEELING.

ITHE Undersigned are prepared to gran! Policies against the Risk of FIRE of Buildings or on Goods stored therein, or Goods on board Yessels and on Hulls of Vessels in Harbour, at the usual Term and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted or first class Lives up to £1000 on a Single

For Rates of Promiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867. NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co.

Hongkong, January 1, 1882. NOTICE. QUEEN FIRE INSURANCE COM-

PANY. ITHE Undersigned are prepared to accept Risks on First Class Godowns at per cent. net premium per annum. NORTON & Co., Agents.

Hongkong, May 19, 1881. THE AMICABLE INSURANCE OFFICE, LIMITED.

(OF CALOUTTA).

THE Undersigned are prepared to GRANT POLICIES ON MARINE RISKS at Current Rates. GIBB, LIVINGSTON & Co.,

Hongkong, September 27, 1886.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-

Marine Department. Policies at current rates, payable either

here, in London, or at the principal Ports of India, China and Australia. Fire Department, Policies issued for long or short periods at

ourrent rates. Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

NOW PUBLISHED.

DUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,

ERNEST J. EITEL, PR.D., TUBING. THIRD EDITION REVISED, WITH ADDITIONS.

LANE, CRAWFORD & Co. Hongkong, August 20, 1884.

WASHING BOOKS. (In English and Chiness.) V of Ladies and Gentlemen, can now be had at this Office. -- Price, \$1 each. CHINA MAIL Office.

Mails.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM, FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK SEA PORTS,

MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP,

ON THURSDAY, the 30th September, S.S. YANGTSE, Commandant LORMER with MAILS, PASSENGERS, SPECIE, and UARGO, will leave this Port for the

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 20th September, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX.

Hongkong, September 17, 1886.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE. GOLOMBO, ADEN. SUEZ, PORT SAID, TRIESTE, BRINDISI,

ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS: LONDON, NEW YORK, BOSTON. BALTIMORE, NEW ORLEANS.

GALVESTON & SOUTH AMERICAN. PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGOAGE

N.B.—Cargo can be taken on through Bills of Lading for the principal places in

ship NECKAR, Captain BAUR, with and South America, by the Company's and MAILS, PASSENGERS, SPECIE, and connecting Steamers. CARGO will leave this port as above. Shipping Orders will be granted till Noon, Cargo will be received on board intil 4 p.mr. Specie and Parcels until 3

Value of Packagea are required. POLICIES OF INSURANCE ON TREASURE and CARGO shipped by their own Steamers. For further Particulars, apply to

MELCHERS & Co., Agents. Hongkong, September 4, 1886,



STEAM FOR SINGAPORE, PENANG, COLOMBO ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE,

PLYMOUTH, AND LONDON; BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

14 N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship ANCONA, Captain S. F. Cole, with Her Majesty's Mails, will be despatched from this for LONDON direct, vid SUEZ CANAL and usual Ports of Call, on

TUESDAY, 12th October, at 4 p.m.
Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. For further Particulars regarding

FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STRAM NAVIGA-tion Company's Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office. N.B.—This Steamer takes Passengers and

Cargo for MARSEILLES. E. L. WOODIN. Acting Superintendent.

Hongkong, September 27, 1886. The Gregland China Mail,

WEEKLY JOURNAL FOR THE HOME MAIL.

S PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full so they appear in the Daily issue: neit, and to the level of the sea in inches, tenths.

The attention of Advertisers is directed and hundredths. to a weekly newspaper, which is circulated

among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals. The Overland China Mail will be regularly posted from the China Mail-Office to sub-

scribers, on their addresses being forwarded to us. SUBSCRIPTION: TTASHERMAN'S BOOKS, for the use Per Annum, - - \$12.00, postage, - \$1.00 | hhafi, t lightning, o overcast, p passing showers, " Quarter - - 3.00, Bingle Copy, 0.30.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on SATURDAY, 2nd October,

Connection being made at Yakohana, with Steamers from Shanghai and Jopen All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the

day previous to sailing. RETURN PASSAGES. Passengers, who have paid full fure re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare, These allowances do not apply to through fares from China and Japan to

Contents and value of Packages are re-Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central. C. D. HARMAN,

Hongkong, September 14, 1886. U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco, via Yokohama, on TUES-DAY, the 12th October, at 3 p.m. taking Passengers and Freight for Japan,

the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Over-N FRIDAY, the 1st day of October, | land Railways, to Havana, Trinidad, and 1886, at Noon, the Company's Steam- Demerara, and to ports in Mexico, Central

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES .- Passengers, who p.m. on the 30th September, 1846. (Parcels have paid full fare, re-embarking at San are not to be sent on heard; they must be Francisco for China or Japan (or vice versa) eft at the Agency's Office). Contents and | within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking The Company is prepared to GRANT within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to

> Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Puckages should be marked to address in full; value Consular Invoices to accompany Cargo Wildwood 3 k Sawyer Amer. sh. 1099 Sept.

destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage

and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN.

Hongkong, September 23, 1886. . 1831

NOW ON SALE. INDEX

CHINAREVIEW

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PRICE, - - - - 50 CENTS. To be had at the China Mail Office. Mosers, Kelly & Walsh, Mesers, Lane, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSE, Shanghai.

CHINA COAST METEOROLOGICAL REGISTER.

SEPTEMBER 27.—AT 4 P.M. चि उ है | Wind. | विम

	20 th	£ .	ايخا	44.17	ILI.		.E.4.
Station.	Barometerred to sea lovel and 32 o Fat	Temperature	Humidity.	Direction.	Force.	Weather	Bain during previous 24 br
Manila	29.85		95		2	Q	0.08
Haiphong.	29.85		-	E		Ъ	-
Hongkong	29.95	79			5	b	
Amoy	29.99	83	57	NE,	3	. 0	
Foochow		-	-	-		نبعت	-
Shanghai	30.09	73	76	NE	2	ъ.	But view
Nagasaki	30.05	-		SW	1		
WI ostock.	29.96	58		.6	1	ъ	
8	PTEMB		_	T 10	4.5		
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Haiphong.	1			NE		b	45
Hongkong				E	4		0.01
Amoy	30.05	77.	65	NE	3	0	
Shanghai	30.10	70	75	NE	2	6	_
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1 1 1 1 1	a.		7 1	OBBI			
Tour lan	- AL-			Ast			*** 'A

Hongkong Observatory, September 28. 1. BAROMETER, reduced to 32 degrees Fahren-2. TEMPERATURE, in the shade in degrees, Fahrenheit. 8. HUMIDITY, in percentage of saturation, the humidity of air naturated with moisture being

4. DIRECTION OF WIND, to two points. 5. FORCE OF WIND, according to Beaufort 6. STATE OF WEATERS, b blue sky, c detached clouds, d driskling, rain, f log, g gloomy, 0.25 q squally, r rain, s snow, t thunder, v visibility,

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked him near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked o., in conjunction with the figures denoting the sections.

7. From Naval Yard to Blue Buildings. 1. From Green Island to the Gas Works, 2. From Gas Works to Jarding's Wharf R. From Blue Buildings to East Point. 3. From Jardine's Whatf to the Harbour Master's Office. 9. From Kellett's Island to North Point, 4. From Harbour Master's to the P. and O. Co.'s Office. -10. Kowloon Wharves. 5. From P. and O. Co.'s Office to Peddar's Wharf. 11. Jardine's Wharf. 6. From Poddar's Wharf to the Naval Yard.

	Vessel's Name.	Anch	Captain.	Itig.	Tons.	Arrival	Consignees or Agents,	Destination.	Remarks.
n	Steamors				10 (10)				
d	Activ.	3 h	Revsheck	Dan. str.	208	Sept. 26	Arnhold, Karberg & Co.	Haiphong	To morrow
Q.	2Egoin	5 k	Thomas	Brit. etr.	760	July 10	Arnhold, Karberg & Co.		Laid up
	Airlie					the second second	Russell & Co.		
0	Alwine Aniatista			A. A.		Sept. 12	A. R. Marty		
(1	Carisbrooke					Sant 19	Russell & Co. Douglas Steamship Co.	***************************************	K'loon Doc
iŧ	Clara	3 h	Christensen	Ger. str.	674	Sept. 4	Siemssen & Co.	***************************************	K'loon Doc
Ľ,	Clieveden	13 c	Gibh	Brit. atr.	1114	Sept. 14	Chinese		
Ц	Crusador	5 k	Rowin		648	Sept. 21	Arnhold, Karberg & Co.		Charles Holes
)-	Dafila		Mooney	Brit. str.	552	May 29	Wieler & Co.	(***************	Patent slip
73	Danube Deuteros	0 6	Anderson	Brit. str.	1001	Sept. 14	Yuen Fat Hong		Coa'tan Do
W	Devenburst	5 6	Houthoff	Gor. str. Dutch str.	1030	Sept. 23	Siemssen & Co. Jardino. Matheson & Co.		
o	Euphrates	3 h	Edwards		1300	Sent 19	Russell & Co.		- Carlotte
	Foro	6 0	Sörenson	Ger. str.	759		Siemssen & Co.		
0	Fokien	5 h	Wyllio	Brit. str.	509		Douglas Steamship Co.	Swatow	To-morrow
,	Fushun	4 h	Croad	Chi. str.		Contract Con	C. M. S. N. Co.		
,	Ganger Rolf	3 h	Moller		1157		Eduard Schellhass & Co.		
	Glengarry	9 h	Binco	Brit. str.	1900	Sept. 28	Jardine, Matheson & Co.	London, &co.	To-morrow
t	Johann Menmuir	7 h	Helma.	Reit of	427 1247	Sept. 20	Wieler & Co. Russell & Co.	Chefoo & N'chwang	The state of the s
Ū	Menzaleh	Бc	Benois				Messageries Maritimes		
١	Neckar	ō k	Baur				Molchers & Co.	Bremen, &c.	lst prox.
14	Normanton	7 c	Drake	Brit. str.			Siemssen & Co.	Yokohama & Kobe	To-morrow
	Pathan	4.0	Row ey	Brit. str.	1726	Sept. 29	Gibb, Livingston & Co.		res Blower in
5	Phra Chula Chom Klao	2 b	Lightwood	Brit. str.	1011	Sept. 29	Yuen Fat Hong		
_	Pilot Fish	es p	Stopani	Brit. tug.	161	June 2	H. K. & W. Dock Co.	(*)*************	Tug plying
,	R. Rubattino	0.7	Sandaman	Italian str.	1204	Sept. 29	Carlowitz & Co.		
	Rosamond	0 0	Mortleman	Brit. str.			Butterfield & Swire Gibb, Livingston & Co.	NT CT T A . O.	Telephone !
	San Pable	100	Reed	Amer. str.		Sent. 22	O. & O. S. S. Co.	New Zealand, &c., San Francisco, &c.	Ab'deen Do
	Soochow	2 h	Koch	Brit. str.	313	Sept. 28	Chinese	Hoikow, &c.	To-murrow
	Tholes	5 L	Goddard	Brit. str.			Douglas Steamship Co.	Swatow & Amoy	
	Travancore	7 0	Logan	Brit. str.	1149	Sept. 23	Russell & Co.		Mark Services
a	Tritos	2 C	Bleicken	Ger. str.			Siemssen & Co.	the second with	Jan 19.
-	Velox	5 C	Raillen	Ger. str.			Eduard Schellhass & Co.	Newchwang	1.1
	Vorwaerts	3 6	Renka	Ger. str.		Sort 14	A-Hungarian Lloyd S. N. Co. Wieler & Co.	Strain Control of the Strain	
F	Yangisé	5 c	Lormier	Fch. str.				Marzeilles, &c.	To-morrow
r	A war war war war	1		777	- E	WOLDS.	- Washington	marsemes, co.	Louisoniow
j _	Sailing Vessels				1				a principal and a second
,	11- 15-N-0		4		75.00				
١,	Alex. McNeil	6 K	David	Amer. sh.	1088	July 17	Russell & Co.	New York	
	Annie H. Smith	5 1.	Proucks	Ger. oge.	1450	Aug. 30	Wieler & Co.		K'loon Dod
n ·	Annie W. Weston	5 %	Dingen	Amer boo	702	July 11	Siemssen & Co.	New York	
ď	Antioch	8 h	Hemingway	Amer. boe.	953	Sent 28	Arnhold, Karberg & Co.	New York	· Street
%	Antoinetta	3 e	Bunie	Brit. bae.	884	Sent. 24	Melchers & Co.		
ď	Benjamin Sewall	6 k	Ulmer	Amer. sh.	1332	July 23		New York	
d j	Billy Simpson	2 h	Brown	Brit. bne.	432	Sept. 17	Chinese		
a.	Botvid	5 k	Henriksen	Norw, bqe.	580	Sept. 17	Melchers & Co.		
0	CosmoFrancis B. Fay	OK QL	Bennet	Brit. b.e.	1229	17.4	Eduard Schellhass & Co.	Hemburg	1 1 1 1 1 1 1
ř	Galatea	ໂດ	Colvilla	Brit. sh.		4 1 100 1 1	Chinese Malakana C.C.	New York	
r.	George Curtis	4 k	Sproul	Amer. sh.		4 90	Meichers & Co. Siemssen & Co.	San Francisco New York	
٥	Grandes	9 c	Evans	Amer. sh.	1 - A - 1	★ (T) (1) =	Adamson, Bell & Co.	MON LOFE	
ņ	Harvester	3 ci	Taylor	Amer. sh.	1428	1 4 7 4 7	Order		
?	Hydra India	$2 \circ$	Binga	Ger. bqe.	785		Gonsalves & Co.	Honolulu	
5	Tiles Carl	6 K	Rich	Amer. sh.	1230		Carlowitz & Oo.	New York	and the same
	Johann Carl	7.1	Boysen	Ger. sch.			Blackhead & Co.		
	John Frahey	1	Hanna	Can bas	748	Sept. 20	Messageries Maritimes	The state of the state of	
	Penobscot	8 6	Eston	Amer. bos	1066	Sept 94	Adamson Rall & Ca	Control of the second	AT W. California
á	Revelving Light	u ki	Durkee	Brit. ah.	1316	July 17		New York, &c.	Property of the
y	Ribston	8 1	Neave	Brit. bgo.	397	Sept. 14	Jardine, Matheson & Co.		美国在中央电路
0	Ringham	3 k	Beck	Nor. bee.	587	Sept. 27	Eduard Schellhass & Co.		197 11 19 44 41
ا ر	Santa Filomena	$3 \mathbf{k} $	Men st ignren	Span, ach.	448	Sept. 17	Chinese		
*	Safia	5 [i]	Morgan	Amer, sh.	1357	Sept. 24	Eduard Schellhass & Co.	Carlo San San San Carlo	121214 201
j	Sofiid Spinaway	• К. 4 Ъ	Levatoria (Pol 10.4244	905		Lane, Crawford & Co.	The contract of the said	W. Williams
8	Tarapaca	$\tilde{3}$ of	Graham	Brit boo		Sept. 28	Siemssen & Co.		Mary Mary Mary
0	T. F. Oakes	$2~\mathrm{h}$	Clift	Amer. sh.	1896	Aug. 16		San Francisco	生物 机
.	Wandering Minstrel	$\mathbf{\tilde{o}}[\mathbf{k}]$	Hudson	Brit. batin.			Arnhold, Karberg & Co.		which is the first
jc	Wildwood	3 k		Amer. sh.	1099	Sept. 5	Cantain	Water the state of the state of	4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -

Her Britannic Majesty's Ships on the China Station.

Zouave 6 k Soper Amer. sh., 1151 July 2 Arnhold, Karberg & Co.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain	Where at.
udacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Port Hamilton
hampion	corvette	2380	14	2340	Captain A. T. Powlett	Port Hamilton
leopatra	corvette	2380	14	2610	Captain L. C. Keppel	Port Hamilton
ockchafer	gunboat	465	4	470	LicutCom. H. H. Boteler	Corea
onstance	corvette	2380	14	2590	Capt. Seymour Dacres	Port Hamilton
aring	alcop	940	-4	920	Commander Davis	Singapore
8k	gunbost	360	3	340	Responsible to the second of t	In reserve
spoir '	gunboat	465	4	470	LieutCom. H. R. Adams	Hongkong
irebrand	gunboat	455	4	460	Lieut, Com. D. L. Dickson	Port Hamilton
leroine	corvette	1420	3. 83	1470	Captain Chas. J. Balfour	Hongkong
eander	cruiser	8750	10	5000	Captain M. J. Dunlop	Vladivostock
innet	gun-vessel	756	Б	1050	Commander W. Marrack	On a cruise
lerlin .	gunboat	430	4	430	LieutCom. W. M. Maturin	Cores
Iidge '	gun-vessel	603	4	470	Commander H. J. Robilliard	Foochow
ambler	sloop	830	3	690	Commander W. U. Moore.	Surveying
apphire	corvotte	1970	12	2360	Captain R. G. Kinahan	Nagasaki
atellite	cruiser	1420	8	1400	Captain Arthur H. Alington	
olent	torpedo mining launch	150	1 2 2 2	2300	The state of the state of the state of the state of	bingapore
wift	gun-vessel	756	5	1010	Commander A. C. B. Bromley	Hongkong Port Hamilton
weed	gunboat	360	3	340	The property of the state of th	In reserve
ictor Emanuel	receiving ship	5157	14	UEO	Commodore Morant	
igilant	paddle despatch-vessel	1000	2	1230	WANTED HAVIOUR	Hongkong For sale
anderer	gunboat	925	4	750	Captain Orford Churchill	Port Hamilton
Vivero	turret-ship	2750		1450	Capalit Onord Charenta	
sphyr	gunboat	438		530	Tient Com Ches K Hone	Hongkong

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief. For B. B. M. Ships' tonnage, displacements and effective horse powers are given according to B. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	· Captain.	Where ut.
Albatross	Austrian gunboat	560	2	580		
Aspic	French gunboat	470	4	450	Commander Rupe	Chefoo
Bismarck	German cruiser	2810	16	2500	Captain Kuhm	Shanghai
Carola	German corvette	2130	10	2100	Captain Aschmann	Shanghal
Chasseur	French cruiser	920	4	745	Captain Le Gorreg	Amoy
lomète	French gunboat	475	4	450	LientCommander Noirot	Haiphong
Decres	French cruiser	1680	10	1480	Captain de Montesquon	Yokohama
deneral Lezo	Spanish gunboat	520	3	600	Captain F. Bastarreche	Hongkong
aguar	French gunboat	415	2	2.0	LieutCommander Fouet	Haiphong
aclocheterie	French cruiser	1910	10	1920	Commander St. Maurice	Hongkong
etin	French gunboat	485	4	425	Captain Duval	Dainbana
fanila	Spanish transport	1900	19.30	1000	Luis Bayo y Hernandes Pinron	Haiphong
Iarion	U. B. corvette	1900	7	1170	Commander Merrill Miller	Hongkong Corea
Iarques del Duero	Spanish gunboat	450	3	550	Captain Jose Capo Manuel	
ionocacy	U. S. alcop	1370	6	1470	Commander H. Glass	Hongkong Macao
Lordi	Russian gunboat	455	7	60	Commander Moltsoff	Corea
autilus	German gun-vessel	755	4	600	Commander Rötger	Shanghai
lantilus	Austrian gun-vessel	560	2.2	420	Captain Charles Spetzler	
)lga.	German cruiser	2100	1		Ceptain Bendemann	Shanghai
mana	U. S. corvette	2400	12	1150	Cass. Thes. O. Selfridge-	Chefoo Port Hamilton
)asipee	U. S. corvette	1900	7	1300	Commander J. J. McGlintey	
alos	U. S. gunboat	420	6	600	Lient, Com. Thomas Nelson	Yokohama
luvier	French gunboat	840	The state of	420	Lieut Commander Politique	Carton
rimauguet	French cruiser	2200	15			Halphong
lio Lima	Portuguese gunboat	O.A.A.	10.11	2270	Captain M. Bure	Hakodate
agittaire	French gun yessel	610	10 P	500	Lieut. Com Raphaeld'Andrade	Macao
ivotch	Russian cruiser	900	14.7	1000	Captain Krautz	Canton
obol	Russian gunboat	455	7	1000	Commander Suchrieff	Hankow
amega	Portuguese gunboat	610	5	60	Commander Boyle	Japan
archie	French frigate			500	Captain Avila	Место
ipere	French gunboat	5880	12	4250	Captain Dopuis	Yokohama
ladimir Monomach	Russian ironelad	480	20	425	Liout Commander Lapeyrers	Kobe
ostock	Russian gunboat	5758	16	7000	Captain Gildebrands	Vladivortock
V.18	Particular Control of the Control of	Total Control			Commander Molchonaky	Vladivostock

In port on September 21, 1888. Brit. bge. Queen Emma Snow & Burgress Am. sh.

Mabel Taylor Brit.

Queen Emma Brit. bqe. Snow & Burgess Amer. sh.

TametomoMaru Japan. bqe.

CEBU. Furness Abbey Amer. bqe.

> MANILA. In port on September 15, 1886. Amer.

B. of Oregon : Amer. bge. Farragut Invincible Amer. John Macleod Brit. J. M. Olerk Brit boe. Lord Lytton Brit. M. L. Cushing Amer. Amer. Panay Ger. Brit. bge. Tarapaca

HOHO. Brit. bqe. Dan, boe. Michele A Ital Socioo Santa Filomena Span, Bek. T. Tarabichia Amer. bge.

V. de Rivadavia Span, sch.

Printed and published by Gro. MURRAY Bank, at the Chine Mad Office, No. 2. Wynchem Street, Hongkong